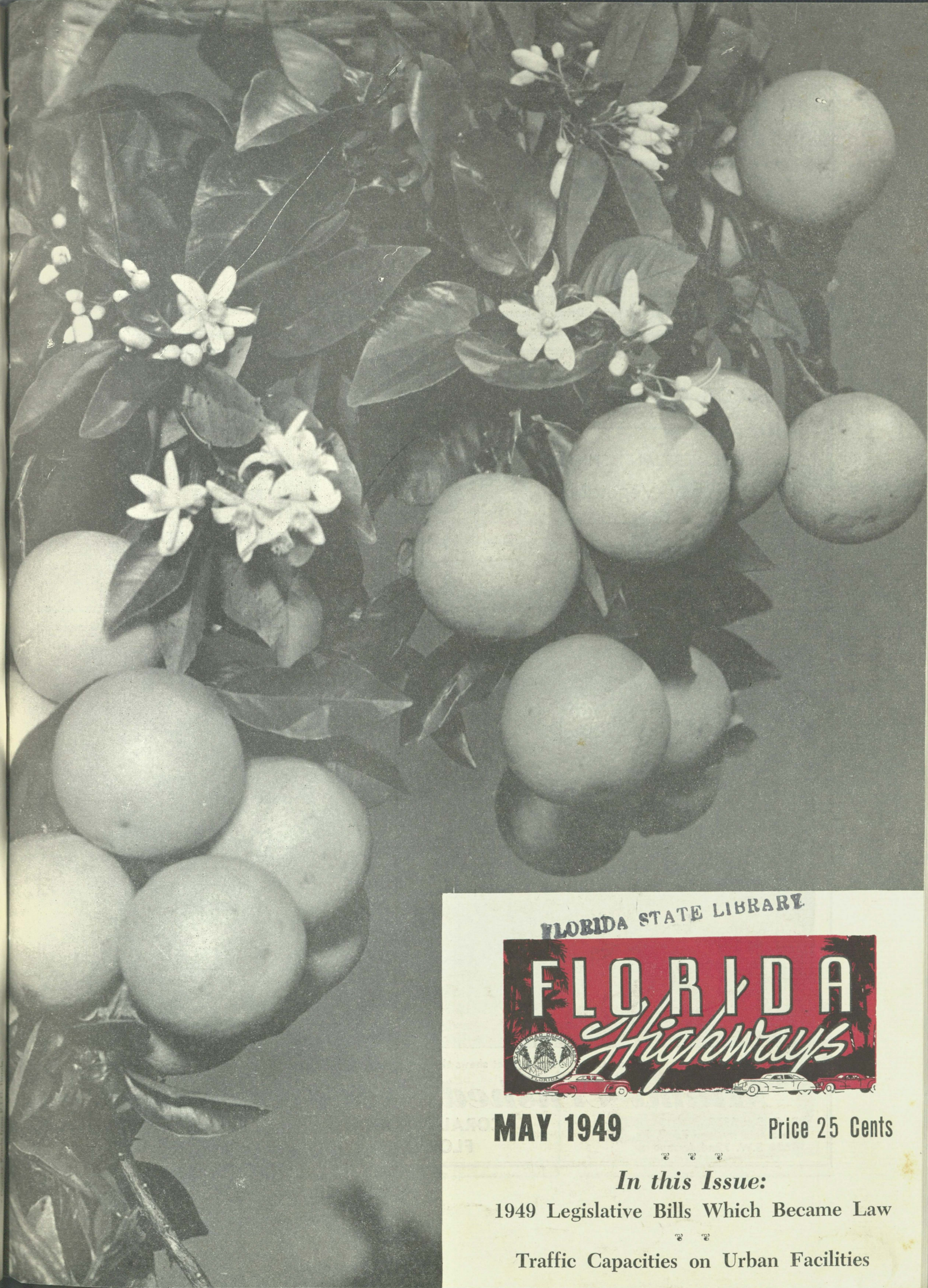

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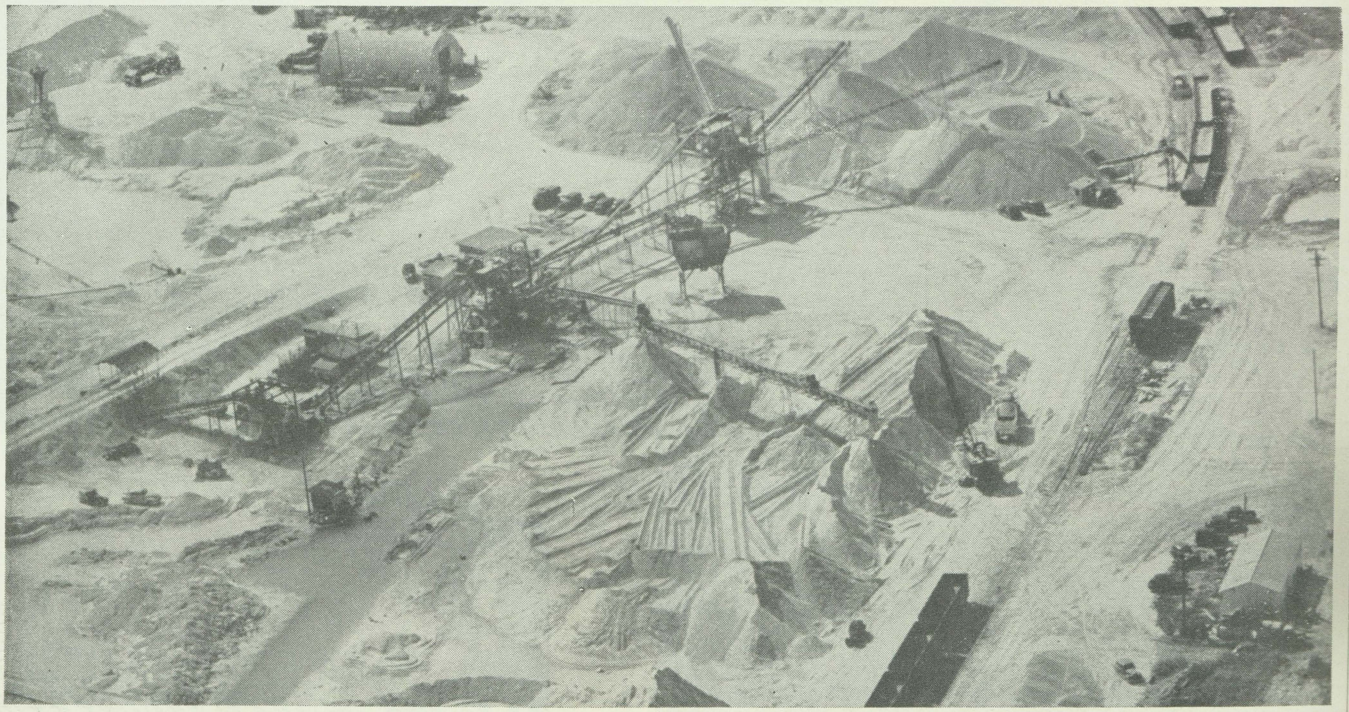

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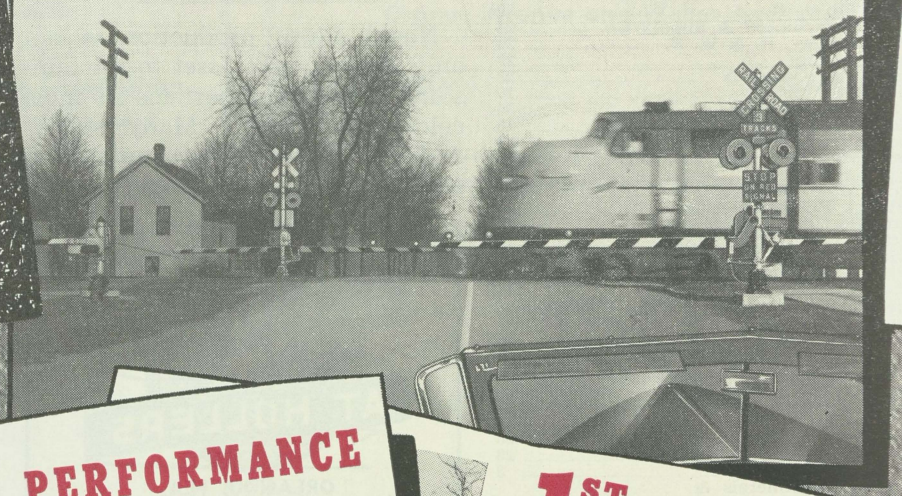

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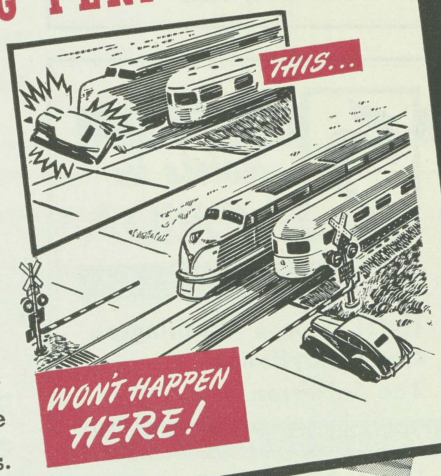

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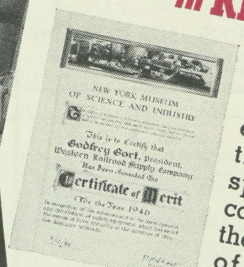
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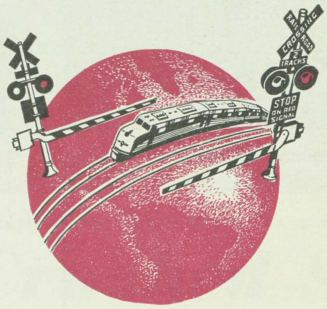

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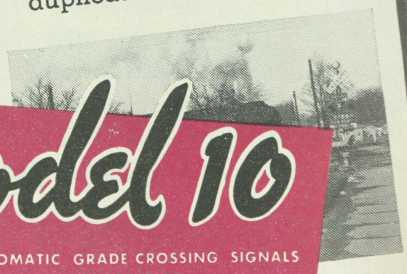

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Official Publication of

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VOLUME 17 MAY, 1949 NUMBER 6

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, $2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Orlando, Fla., under the Act of March 3, 1879. Additional Second Class Entry Permit Authorized Tallahassee, Florida, April 24, 1946.

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The Chairman Says . . .

Alfred A. McKethan

The Road Board Members during the first five months of our administration have been faced with problems at times that appeared to be insurmountable. These problems have continued to be reduced, and now for the first time we find ourselves in the position to look to the future in a spirit of increasing optimism. During the first part of our administration we found ourselves of necessity operating in the red. Our position has improved, and we now find with the coming of May we are able to face the future on a pay-as-you-go basis.

It was our purpose from the beginning not to start our 1949 construction program until we were in a position to pay our bills currently. Because of this position, we have withheld letting contracts for new construction until the letting held in Panama City on May 17, amounting to a total of $605,000. Our plans now call for a general letting of new contracts each month, as we proceed to place into operation our 1949 roadbuilding program. It now appears that contracts can be awarded from month to month in amounts ranging from $2,500,000 to $3,000,000. It will be our purpose to begin new work in all sections of the state and in the various districts as promptly as plans and rights of way are available.

The members of the legislative delegations and the boards of county commissioners of the several counties have been most cooperative in assisting the Road Department during our trying period. This understanding and helpfulness has been heartening at all times. It is encouraging to the Members of the Road Board to feel that such a cooperative spirit exists.

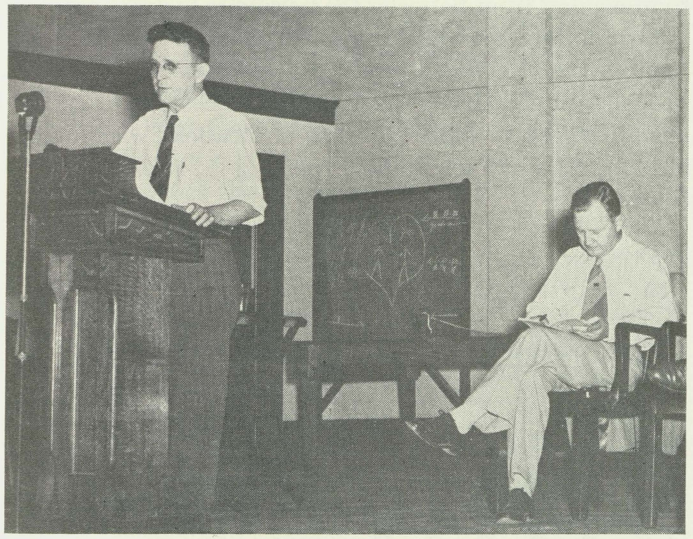
Our 1949 roadbuilding program, while curtailed, is one that as we have previously stated is based on a realistic approach, placing first things first. As we proceed with our program, we will at all times welcome suggestions which may improve the highway system of Florida

Traffic Capacities on Urban Facilities

From paper presented by W. M. Parker, Division Engineer, Division of Research and Records, at the Third Annual Florida Highway Conference, held at Gainesville, Florida, May 9, 10, 1949.

ONE OF THE more important elements limiting the capacity of any highway facility, and more especially that of City Streets, is the intersection at grade.

The grade intersection of a city street in the downtown business district of a fairly large city will be with us permanently. Such an intersection well qualifies as the "worst situation." If we can improve conditions in such locations we need not worry over the lesser problems for we realize that the *basic* capacity of an intersection is not realized in downtown areas of cities; that the *possible* capacity is undesirable in that it provides for handling the maximum number of vehicles that actually can be accommodated under the prevailing conditions with a *continual backlog* of waiting vehicles. In other words, many waiting vehicles will hold through two or more cycles of green. If we estimate on the basis of the *basic* or *possible* capacity we simply have theoretical intersection capacities which are misleading and seldom possible of attainment.

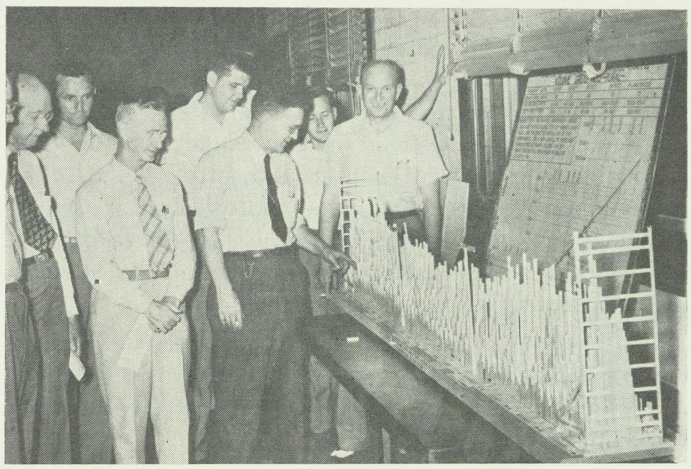


W. M. Parker, engineer, division of research and records, road department, (speaking); Sam P. Turnbull, chief engineer, road department (presiding officer) of the Third Annual Florida Highway Conference held in Gainesville.

Therefore, we determine intersection capacities in downtown areas on the basis of the *practical* capacity. The *practical* capacity of an intersection approach is the maximum volume that can enter the intersection from that approach during one hour with most of the drivers being able to clear the intersection without waiting for more than one complete light cycle.

Two of the more important elements limiting the capacity of City streets are, in and out and curb parking, and the intersections at grade. Of lesser importance are pedestrian movements, bus and taxi stops.

Basically the intersection consists of an intersection area and a number of legs or roadways on which vehicles approach and leave the intersection. The traffic signals limit the number of approaches on which vehicles may move at one time, whereas the use of exit lanes is generally not restricted by the traffic signal. It is appropriate therefore, that *intersection capacity be thought of in terms of the capacity of each of the approaches.*



W. M. Parker points to traffic volume model which portrays the Plant City recorder of traffic volume between Plant City and Lakeland on U. S. Road 92. Following figures shows average daily traffic over this main artery: Maximum season—7331 = 50 (Average of 50 days exceeding average of Maximum season = 7767) out of 91 or 50 out of 366. Summer season—5832 = 41 out of 92. Annual season—6489 = 180 out of 366. Average day—Winter season—January 3, 1948. Average day—Summer season—June 28, 1948. Average day—Annual—April 1, 1948.

Mere numbers of vehicles that enter an intersection are of little value unless they are accompanied by sufficient information to permit their evaluation in consideration of these factors. As a minimum requirement, a unit of *time* and a unit of *roadway width* are essential. These two units, together with the number of vehicles, can be incorporated in an expression of the rate of flow relative to time and street width.

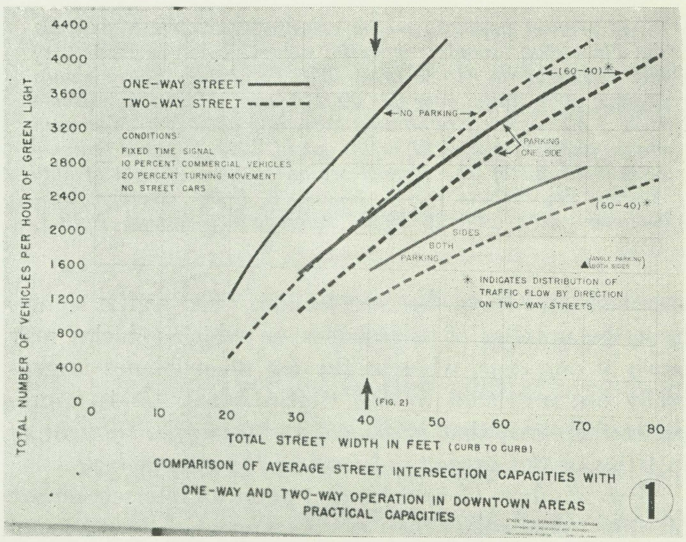
TIME. That portion of time occupied by the red signal indication has no utility value in so far as the traffic which it holds at a standstill is concerned. This fixed portion of the time is lost to that traffic, there being a zero rate of flow. Hence, only the time during which the signal is green is used in calculating rates of flow and the hour of green is the unit in which it is expressed.

For practical purposes vehicles that entered during the amber period have been combined with those that entered during the green period to obtain the hourly rates shown in this report.

WIDTH. The basic unit of width used in expressing the capacity of roadways is the traffic lane. Trial analysis

of the data revealed, that intersection capacity varies in almost direct ratio with the width of the approach, measured from the curb line, and that the results for comparable traffic conditions were more consistent when based on the capacity per foot of width than when based on the capacity per traffic lane. For example: a 64 foot street had the same capacity per foot of width if it was striped for either 8 or 6 lanes, whereas, the capacity per lane was greater for the 6 wider lanes than for the 8 narrower lanes. With the wider lanes, the vehicles in the same lane travel closer together and fewer vehicles straddle the lane lines than they do when the lanes are narrow. The ten foot width which approximates the width of a lane as usually defined, has, therefore, been adopted as the most convenient unit of measure. It should be borne in mind, however, that the approach width used by traffic entering an intersection from one direction on a *two-way* street is normally one-half of the total street width unless there are safety zones or islands.

To briefly summarize the foregoing, THE CAPACITY OF SIGNALIZED INTERSECTIONS IS EXPRESSED AS VEHICLES PER TEN FEET OF WIDTH PER HOUR OF GREEN.



INTERSECTION CAPACITIES

FIGURE 1. Shows comparison of practical intersection capacities in the downtown area. In such areas two-way streets normally carry between 50 and 60% of the traffic in one direction during peak hours.

The conditions governing the data provide, as is usually the case, for the average intersection, fixed time signals, 10 percent commercial vehicles, 20 percent turning movements at the intersection and no street cars.

The solid and dotted lines are representative of the practical intersection capacity under various parking restrictions. The first two lines to the left on the chart indicate the total number of vehicles per hour of green light that can be facilitated on streets of various curb to curb widths upon which no parking is permitted. The middle two lines are for streets where parking is permitted on one side only and the last two lines represent parking on both sides. The solid lines are volumes for one-way streets and dotted for two-way streets under similar parking conditions.

The advantages of one-way streets over two-way streets is apparent as is also the restrictions, when found necessary, to parking privileges.

For example: A one-way street 20 feet wide with parking prohibited has approximately double the capacity of a two-way street of similar width and with parking prohibited.

It is especially significant that whatever the width of a downtown street, intersection capacities where curb parking is permitted are from 43 to 47 percent below the capacities for similar streets where curb parking is prohibited. The difference for the two conditions is not due entirely to the street space occupied by the parked vehicles. Also included is the combined effect of the many other factors which tend to restrict traffic flow that are present where parking is permitted, such as the interference to through traffic caused by drivers maneuvering to enter or leave the parking space and the tendency of drivers to shy away from parked vehicles to avoid the possibility of hitting a car starting to pull out, or a pedestrian coming from between the parked vehicles.

That a line of vehicles parked adjacent to the curb reduces the effective street width more than 7 or 8 feet becomes evident when street widths necessary to accommodate the same traffic volumes at locations where parking is permitted and where parking is prohibited are compared.

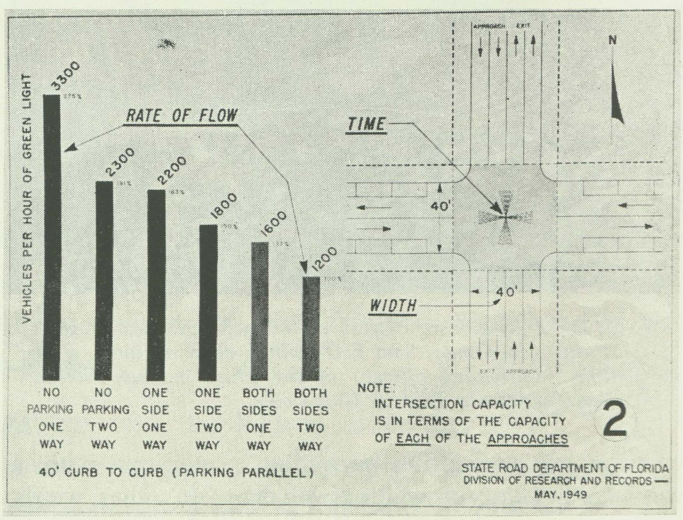


FIGURE 2. Shows just what can be expected at an average downtown street intersection.

The conditions as noted on FIGURE 1, are applicable. Both intersecting streets are 40 feet wide curb to curb. Now, let us assume the traffic signal operates on a 30-30 cycle, which is to say, the timing is equally divided between the two streets, and allowing time set for the amber or caution signal to go in both instances to the green signal.

The intersection diagram is drawn to show that the North-South street is two-way with parking prohibited. The East-West is two-way with parking permitted on both sides. Both streets are 40 feet wide.

The vehicles that can be accommodated per hour of green light are shown in the columns to the left.

On the basis of the intersection as shown, the North-South two-way street can be expected to facilitate 2,300 vehicles per hour of green light. This means, in one hour of free movement (two hours of actual time) 545 cars per lane as there are 4 approach lanes open—two from the North and two from the South.

The East-West street, two-way as well but with parking permitted on both sides can facilitate only 1,200 vehicles per hour. Thus it will be observed that the parking privilege has cut the movement through the intersection on that street just about in half even though both streets have the same curb to curb measurements.

Following this chart further, if both streets were made into one-way streets and parking prohibited on both of them the vehicles feeding through the intersection on each street would approach 3,300 vehicles, or a total of 6,600 cars per hour of green for the intersection.

ONE-WAY ROADWAYS SHOULD BE USED WHEREVER BALANCED PAIRS CAN BE FOUND, WHEREVER THE TURNS DO NOT DETOUR OR INCREASE TRAVEL TOO MUCH, AND WHEREVER STREETS ARE TOO NARROW TO PERMIT PARKING ON EACH SIDE OF THE EFFECTIVE MOVEMENT OF FIRE APPARATUS.

The One-Way Street Has Numerous Advantages over the Two-Way Street. It Completely Removes Medial Friction, Reduces the Number of Conflicting Movements at Each Corner, and Greatly Simplifies the Timing of a Flexible Progressive Traffic Signal System. It Increases the Capacity of Streets, Especially Narrow Ones, and Reduces Accidents.

The application of this rule is relatively inexpensive and requires comparatively little enforcement.

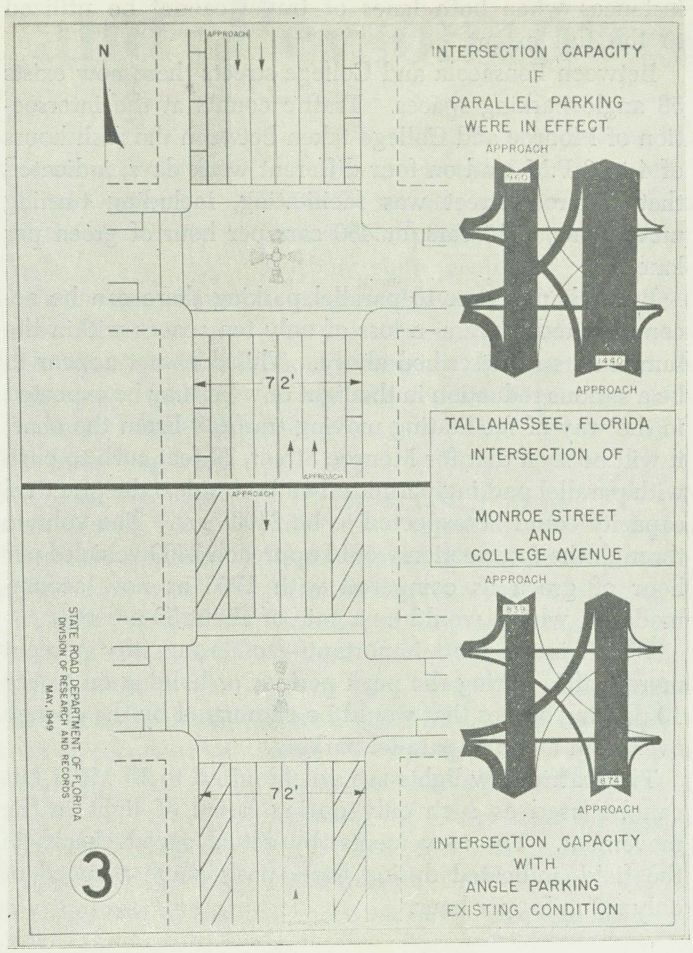
A reasonable conclusion from the information shown on these two charts is that where traffic congestion exists due to parking in the areas discussed that improvements can be advanced that will facilitate traffic before additional and expensive street improvements become necessary.

Surveys made in various cities in the country have shown that parking at curbs affects adversely places of business where there is such parking. This is contrary to what has been the general belief. Off-street parking within the same blocks in which businesses are located increases trade, according to checks made by engineers in many cities.

ANGLE PARKING. The AASHO in their policy on Highway Types has this to say:

"Angle parking accommodates more vehicles for a given length of curb than parallel parking but it is hazardous for entering and leaving vehicles, which often impede traffic on more than one adjacent traffic lane. Angle parking is not advised and should be used only in separate parking areas and in low-speed urban areas where parking requirements take precedence over the smooth operation of through traffic."

There is an excellent example of angle parking to be found on Monroe Street in Tallahassee. This street is the



North and South arterial city route. Monroe Street carries considerable through travel which if it were properly facilitated would permit of greater use by local residents whose movements carry them to and from their homes to work and to the business district. Through travel, including changes from one route to another at Tallahassee, requires that many of them must travel over Monroe Street. Those of us who are familiar with Monroe Street are familiar with this congestion. Quoting from an editorial taken from the Tallahassee Democrat of Sunday, May 1, 1949. "In some aspects, police enforcement has been a hangover from the days when Tallahassee was a village. Traffic and parking conditions not allowed in many other progressive communities of comparable size, are observed all too frequently in this city. We have talked with many citizens and city officials who are fully prepared to live by the rules as they should be and not necessarily as they have been in the past."

Maneuvering cars to and from the angle parking now in force utilizes at least 25 feet of the 36 foot available roadway. Since parking is limited by meters, this is a common movement and consequently during periods of heavy traffic only a single lane is available for the side of roadway where the In and Out parking movement takes place. For the parking at a 30 degree angle 6.5 cars can be accommodated for each 100 feet of curb. Parallel parking will accommodate 5 cars per hundred feet.

Maneuvering cars from parallel parking will utilize considerably less of the roadway. There would be fewer

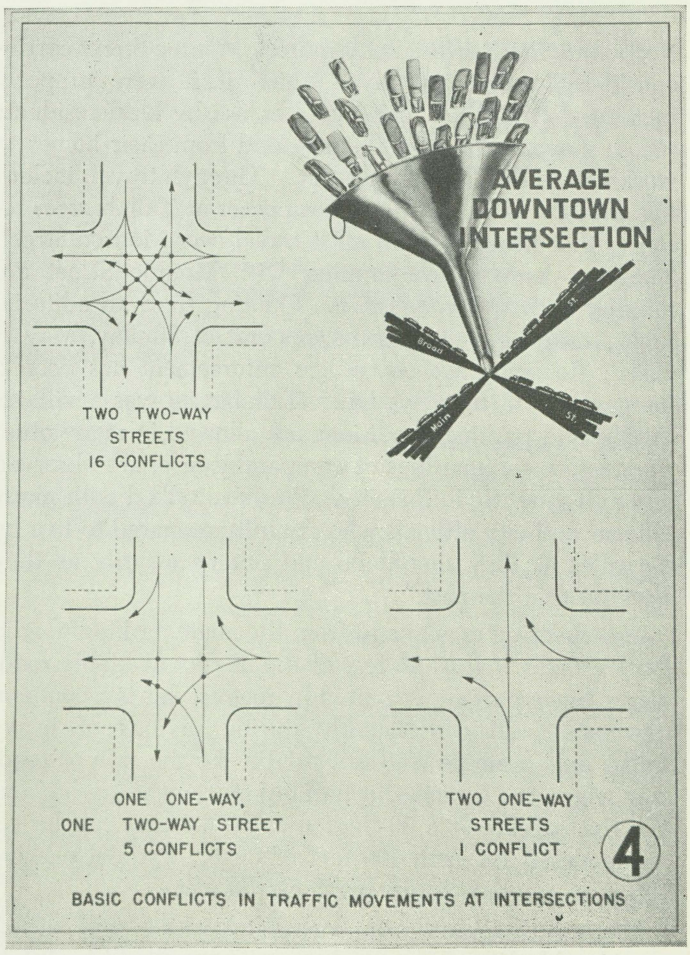
instances when both lanes of travel cannot be utilized to the full extent.

Between Pensacola and College streets there now exists 58 angle parking spaces. Traffic counts at the intersection of Monroe and College taken between the rush hours of 4 to 6 P.M. and on four different week days, indicated that Monroe Street was facilitating, including turning movements, 1713 cars, or 480 cars per hour of green per lane.

By a change over to parallel parking there can be accommodated 48 cars—a loss of only ten spaces within the same limits as described above. This does not appear to be a serious reduction in the light of what may be expected in the way of facilitating moving traffic. From the chart it will be seen that for Monroe Street, 72 feet curb to curb with parallel parking permitted on both sides, the practical capacity could be expected to be 2400 cars. The volume through the intersection would approach 2400 vehicles per hour of green as compared with 1700 as now accommodated, which, would be a gain of about 50 percent.

Which is the most important—facilitating fifty percent more traffic during the peak periods or holding on to the 10 parking spaces that would be eliminated by the change over from angle to parallel parking.

The traffic flow lights are synchronized to 15 MPH but can be used as such only during hours of light traffic movement. The movements, by actual speed checks in the field, indicated during these peak hours a speed of only 6.6 miles per hour.



HILLSBOROUGH AVENUE. A modern arterial city street. The design of the Hillsborough Avenue route in Tampa, is an excellent example in the design treatment for facilitating traffic as well as providing for parking for the average Main street.

Hillsborough Avenue has an intersection capacity (an 84 foot street) of 2800 vehicles per hour of green light. This capacity approaches nearly twice that of Tallahassee's Monroe Street of 72 feet width yet having similar right-of-way limits.

Besides this important fact there are other interesting and progressive features in the Hillsborough Avenue design, many of them examples of how safety can be built into our highways. For example: (1) A four foot median strip of contrasting color and texture separates opposing lanes of travel. (2) At intersections and within the median strip, so that the lanes of through travel remain unimpared as to alignment and lane width pedestrian islands are constructed. These islands are an essential part of the design and will act as safety refuges for pedestrians caught crossing the wide pavement when the traffic light changes. (3) And by no means of least importance parallel parking with adjacent service roadways, both in contrasting color and texture from the through lanes of a width of 18 feet amply provide for these necessary movements.

Except in exceptional cases there should be no delay to the through movements caused by parallel parking—only by changes in traffic lights, which, when erected will probably be synchronized to facilitate all traffic.

If perchance this new design, providing a service lane alongside the parking spaces, works out satisfactorily then the movements will have a minimum interference with through traffic. Furthermore, with the safety zone for pedestrians, through traffic along Hillsborough, facilitated at all times with 4 lanes of through travel, might well be expected to afford the capacity of a street of comparative width with no parking. If such proves to be the case we can expect a volume of vehicles per hour of green light exceeding 3300 which will mean 500 cars per lane per hour or 1000 cars per hour for the two lanes in a one hour period, assuming the light cycle is on a 30-30 basis.

With the green light given its proportionate share along Hillsborough Avenue even these figures can be exceeded.

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County Activities and Personalities

Dade County Commission has authorized advertising for sale of $6,420,000 in bonds. Issues to be sold include $2,000,000 for county parks; $2,250,000 for expansion of Jackson Memorial Hospital; $1,200,000 for bridges; $750,000 for an auditorium and $220,000 for a tuberculosis hospital. All the bond issues but that for the tuberculosis hospital were approved in a freeholders' election in November. The hospital issue was approved in 1946.

* * *

Brevard County Commissioner C. Sweet Smith, Jr., of Road District No. 4, who has undertaken a beautification plan for the drive from Cocoa to the ocean on the causeways across the Indian and Banana Rivers, announced the setting of 1,000 coconut palms along the drives. The coconut palms have been set on both sides of the fills across the two rivers and within a very few years will greatly add to the beauties of the scenic drive. The beautification plan meets with the approval of the State Road Department, which has control of the causeways.

* * *

Marion County Commissioners have decided to join six other Florida counties at the Central Florida Exposition in 1950 with an impressive exhibit. Orange, Lake, Brevard, Osceola, Volusia and St. Johns have long been a part of the annual exposition picture, and since Marion County has always been considered a component part of the Central Florida picture, it is felt the Central Florida Exposition will be more complete. The decision of Marion County Commissioners was made following conferences with officers and directors of the Exposition in Ocala and Orlando.

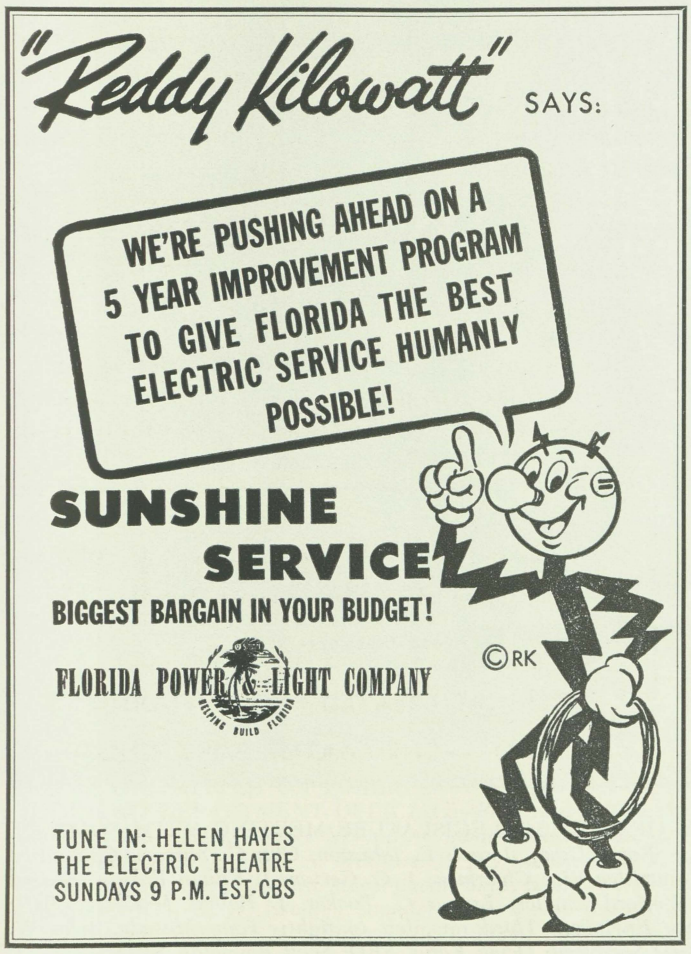
* * *

Pinellas County Commissioners recently met in an executive session with Lucius Ruder, Chairman of the County Park Board, and decided that if and when treasure hunters start a scientific search for buried treasure at historic Philippe Park, north of Safety Harbor, state geologists and representatives of the sheriff will be there to protect the interests of the county. Should treasure be uncovered, the county will receive 90 percent of the find.

* * *

Duval County Engineer Arthur N. Sollee gave a lengthy review of plans for the super highway project through Jacksonville at a recent meeting of the Chamber of Commerce highway committee. Under the plan being worked out by the County Commission, State Road Department and State Improvement Commission, all rights-of-way will be purchased with $6,100,000 to be made available from the sale of $19,000,000 of bonds issued by the Improvement Commission. He re-

(Continued on page 23)



Bills Which Became Law . . .

Resume Supplied by Institute of Government and Office of Attorney General

Ch. 24,997 Senate Bill No. 13
Subject: Compensation of Legislators
By: Davis—10th Dist.

Treasurer authorized to pay salary, subsistence, expenses and mileage of members of Legislature and employees of House and Senate. $850,000 appropriated from General Revenue Fund.

Ch. 24,998 House Bill No. 4
Subject: Legislative Expense
By: Committee on Legislative Expense

Amends Section 11.14, F.S., 1941 (Sup.) to include indexers among compensated personnel of Senate and House and repeals Section 11.16 which provides for indexers. Compensation to be in amount fixed by House, Senate or Concurrent resolution. This Bill eliminates maximum compensation provided in Sections 11.14 and 11.16.

Ch. 24,999 House Bill No. 5
Subject: Pay of Legislators, Subsistence, Mileage
By: Committee on Legislative Expense

Provides for pay as is authorized by Constitutional Amendment, $10 per day salary, $7.50 per day subsistence, 7½c per mile for not more than four round trips during regular session and not more than two round trips during special session. (Mileage reduced from 10c per mile.)

Ch. 25,000 House Bill No. 36
Subject: Authorizes Destruction of Certain Records and Documents
By: Yeomans of Citrus

Authorizes Supervisor of Conservation to destroy records of licenses and other obsolete records after two years from date of post-

SENATE COMMITTEE ON PUBLIC ROADS AND HIGHWAYS OF THE 1949 LEGISLATURE MEETING WITH SOME OF THE ROAD DEPARTMENT OFFICIALS—*First row, left to right: Evans Crary, Joseph E. Johnston, Olin G. Shivers, Committee Chairman; Alfred A. McKethan, SRD Chairman; Charley Johns, Committee Vice Chairman; J. C. Getzen, J. Edwin Baker. Second row, left to right: Verle A. Pope, N. Ray Carroll, W. T. Davis, J. Wofford Lindler, Luther C. Tucker, J. Robert McClure, SRD; A. L. Wilson, Quentin Long, SRD; Sam P. Turnbull, State Highway Engineer. Third row, left to right: Tony Maseda, John W. McWhirter, SRD Attorney; Wallace E. Sturgis, Robert Ghiotto, SRD Secretary; David Kerns, SRD; Scott Reynolds, SRD.*

audit. Must keep register of destroyed license records.

Ch. 25,001 House Bill No. 59
Subject: Fees of Clerk of Circuit Court in Certain Counties
By: Dowda, Putnam

Flat fees for clerk of circuit court in circuits of four counties in which circuit there is no court of record with concurrent jurisdiction. Applies to Flagler, Putnam, St. Johns and Volusia (7th Judicial Circuit).

Ch. 25,002 Senate Bill No. 94
Subject: Duval County — Road Designation
By: Mathews, 18th Dist.

Designates certain roads in Duval County as State Roads and authorizes State Improvement Commission to fix and collect tolls on bridges constructed on such roads.

Ch. 25,003 House Bill No. 140 (S. B. No. 41 by Beall & Crary)
Subject: Service of Process: Civil Actions: Motor Vehicles
By: Carlton of Duval

Amends Section 47.29, F.S., 1941 to provide that Florida residents who own or are the licensed operators, or the lessees of a motor vehicle, and who become non-residents or conceal their whereabouts, by operation of such motor vehicle in Florida (in person or through agents) appoint the Secretary of State agent to receive process in any civil suit arising from collision or accident of the motor vehicle. Service may be made on administrator, executor or personal representative if person authorized to accept service dies.

Ch. 25,004 House Bill No. 213 (As Amended)
Subject: Bond Elections in Counties of 300,000 population and Using Voting Machines
By: Fuqua of Manatee and Others

Any public body (in county having voting machines) permitted by law to call county bond elections shall at time of calling said election, designate whether voting shall be my machine or on separate paper ballots.

Ch. 25,005 Senate Bill No. 36
Subject: Photographing Allowed: Enrollment of House and Senate Bills
By: McArthur, 16th Dist.

Amends Section 11.07, F.S., 1941. Photographing is added to the methods of enrolling all Bills and Joint Resolutions passed by the Senate and House of Representatives.

Ch. 25,006 Senate Bill No. 131
Subject: Broward County, Salary of Supervisor of Registration
By: Leaird, 30th Dist.

County Commissioners of Broward County authorized to fix salary of Supervisor of Registration at $4,500 per year.

Ch. 25,007 Senate Bill No. 160
Subject: Compensation of Clerk of Circuit Court, Columbia County
By: Lindler, 14th Dist.

Relates to compensation of clerk of circuit court of Columbia County.

HOUSE COMMITTEE ON PUBLIC ROADS AND HIGHWAYS OF THE 1949 LEGISLATURE MEETING WITH SOME OF THE ROAD DEPARTMENT OFFICIALS—*First row, left to right: H. H. Hethcox, O. L. Burton, Vice Chairman; Alfred A. McKethan (Chm. SRD), George Nesmith, Committee Chairman; J. Ben Fuqua, D. Graham Copeland. Second row, left to right: Sam P. Turnbull, (SRD), James A. McClure, E. W. Scarborough, J. H. Peeples, Jr., James H. Wise, J. D. Heath, J. Robert McClure (SRD), John S. Burwell, Alex MacWilliam, S. D. Saunders, Howell Lancaster, H. E. Lewis (SRD), M. B. (T-bone) Smith, Robert Ghiotto (SRD), D. H. (Banty) Saunders. Third row, left to right: G. W. (Dick) Williams, T. M. Parker, Jr., Duffin Lancaster, E. E. Bridges, John W. McWhirter (SRD), Travis Phillips, Joe Mathis, David Kerns (SRD), Louie Fraleigh (SRD), Quentin long (SRD).*

Ch. 25,008 Senate Bill No. 53
Subject: Architects — Registration Fee
By: Shands, 32nd Dist.

Authorizes Florida State Board of Architecture to set fee of not more than $25 for registration of Architects in lieu of $5 fee now prescribed.

Ch. 25,009 Senate Bill No. 61
Subject: Ferries — as part of State Road System
By: Baynard, 11th Dist.

Florida State Improvement Commission authorized to acquire and maintain ferries, where connected with or are part of the State Road System. Authorized to charge tolls. State Road Department to cooperate.

Ch. 25,010 House Bill No. 128 (As Amended)
Subject: Probate Law — When Administration of Estate is Unnecessary
By: Clement, McClure, and Schuh, of Pinellas

Amends Section 735.04, F.S., 1941 (Sup.) to include non-resident decedent whose estate in Florida is free of debts and not valued over $3,000 within the provision as to unnecessary administration.

Ch. 25,011 Senate Bill No. 14
Subject: Road Designation — Leon County
By: Collins, 8th Dist.

Establishing a certain state road in Leon County.

Ch. 25,012 Senate Bill No. 88
Subject: Road Designation — Osceola County
By: Carroll, 33rd Dist.

Names a certain road in Osceola County as "Kings Highway."

Ch. 25,013 Senate Bill No. 54
Subject: Architecture, State Board of — Annual Report
By: Shands, 32nd Dist.

Amends Section 467.16, F.S., 1941, by changing the time when the State Board of Architecture must make its Annual Report. Time changed from the first week in December to the first week in July.

Ch. 25,014 House Bill No. 84
Subject: Hardee County — Establishment of County Court
By: Williams of Hardee

Establishes a County Court in Hardee County.

Ch. 25,015 House Bill No. 316
Subject: Bay County — Racing Fund Distribution
By: Courtney and Mathis of Bay

Directs Board of County Commissioners to pay Board of Public Instruction and certain municipalities of said county a portion of monies derived from racing taxes.

Ch. 25,016 House Bill No. 145 (S.B. 57 by Beall) — As Amended —
Subject: Private Wire Service for Gambling Purposes
By: Okell, Stockdale, and Lantaff of Dade

Utilities prohibited from furnishing "private wire" service (as defined, including telephone, telegraph, Morse, teletypewriter, loud speaker or other means by which voice or impulses are sent over wire and not available for general use) to any person for use in the dissemination of information in furtherance of gambling or for gambling purposes. Such use declared to be a public nuisance, subject to abatement. Utility can furnish private wire of any kind only on contract signed by the party receiving same with certain exceptions. Railroad Commissioners must be furnished a duplicate original and two copies of such contracts. Commission shall investigate. One copy shall be sent by Commissioners to Attorney General, and on copy to State's Attorney of circuit where service is furnished. Utility may not install service without permission unless it receives no notice within 15 days of receipt of copies by Commission. Commission may review and examine existing contracts, and may order cancellation. Utility entitled to hearing. Service may not be used to communicate information relating to horse-racing, race track, race horse, betting, betting odds or similar information it is **prima facie** used for gambling purposes. Burden of proof on Utility Commission is given general powers of enforcement. Violation a misdemeanor. Utility cannot be sued for delay in furnishing service by reason of compliance with Act. Declared to be an exercise of the police power for the general welfare.

Ch. 25,017 House Bill No. 189 (As Amended)
Subject: Regional Educational Pact — Southern States
By: Wotitzky of Charlotte

Approves and ratifies the Regional Pact which provides for the establishment of Regional Services and schools in the Southern States.

Board of Control for Southern Regional Education is created. Governor of each State, ex officio and three citizens (appointed by Governor) of each State are members. Term of office is four years. Board to submit plans and recommendations to the States for the development, establishment and maintenance of educational schools within the geographical limits of the regional area of the States.

Each State agrees, when authorized by its legislature, to pay over to the Board such funds as may be required for such regional institutions. Contribution of each State to be in the proportion that its population bears to the total combined population of the States who are parties to this pact, as shown by the most recent official published report of the Bureau of the Census of the United States. All property and funds belong to the Board.

Compact not binding unless and until six or more of the sub-

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scribing States shall approve it by proper legislative action within eighteen (18) months from February 8, 1948. When six or more approve the compact it shall be binding on them sixty (60) days after the date of legislative approval by the sixth State. States not approving may became parties within two years from February 8, 1948. If States need a constitutional amendment before they can approve compact, they may become parties within seven (7) years from February 8, 1948.

Provisions are made for termination of compact; withdrawing or default of any of the States. Any withdrawing or defaulting State ceases to have any claim of ownership to any funds or property of the Board and any such State shall not be released of its obligations which accrued before such action.

Compact approved February 8, 1948 by the respective Governors of Florida, Maryland, Georgia, Louisiana, Alabama, Mississippi, Tennessee, Arkansas, Virginia, North Carolina, South Carolina, Texas, Oklahoma and West Virginia.

Ch. 25,018 House Bill No. 310
Subject: Flagler County – Reregistration of Voters.
By: Cook of Flagler

Requires voters in Flagler County to reregister.

Ch. 25,019 House Bill No. 384
Subject: Seminole County – Reregistration of Voters
By: Smith and Odham of Seminole

Provides for reregistration of voters in Seminole County.

Ch. 25,020 House Bill No. 300 (See S.B. 81 by Franklin)
Subject: Sarasota County – Compensation Circuit Judge
By: Collins and Haley of Sarasota

Compensation of recalled circuit judge.

County Commissioners authorized to pay from General Fund necessary and regular expenses of retired circuit judge recalled to active duty under Section 6, Article V, Constitution, and assigned to county other than his residence. This to be in addition to expenses allowed by State and shall be payable by county to which assigned.

Ch. 25,021 House Bill No. 81 (See H.B. No. 12 by Burnsed)
Subject: Compensation of County Judge
By: Cook of Flagler

Flat fee of $5 upon filing of civil suit in lieu of all other fees in county judge's court. In criminal cases the fee of $7.50 to be paid after final judgment. Fees still collectible for transcripts on appeal, certified copies and probate work. Does not apply to guardianship, issuance of search warrant or inquests. Does not apply to pending actions.

Ch. 25,022 House Bill No. 154
Subject: Okeechobee County, Compensation of County Attorney
By: Hendry of Okeechobee

Fixes salary of County Prosecuting Attorney.

Ch. 25,023 Senate Bill No. 232
Subject: Senate Rooms – alterations, etc.
By: Collins, 8th Dist.

Appropriates $129,020.43 to pay for the altering, furnishing, etc. of the Senate rooms as authorized by Senate Resolution 20 of June 5, 1947.

Ch. 25,024 Senate Bill No. 106 (As Amended)
Subject: Toll Bridges and Causeways
By: Mathews of 18th Dist. and Baynard, 11th Dist.

Amends Section 347.08, F.S., 1941 (Sup.) to exempt from toll fixing powers of Railroad and Public Utilities Commission "any toll bridge or causeway that may be constructed by the State of Florida, or by any agency, board or commission of the State of Florida created by the Legislature and authorized to fix, charge, receive or collect tolls."

Ch. 25,025 Senate Bill No. 48
Subject: Illegal use of emblem or name of organization
By: King, 7th Dist.

Makes it a misdemeanor for a person to wear a badge, emblem, etc., or use the name of any benevolent, fraternal, social, humane or charitable organization without authority from such organization.

Ch. 25,026 Senate Bill No. 176
Subject: Inland Navigation District, Audit
By: Mathews, 18th Dist.

Amends Section 5 of Chapter 14723, Laws of Florida, Acts of 1931 by providing that the State Auditor instead of the State Comptroller shall audit the books of the Commissioners of Florida Inland Navigation District and the Secretary thereof.

Ch. 25,027 Senate Bill No. 179
Subject: Additional Salary of Circuit Judges of 7th Judicial District (Flagler, Putnam, St. Johns, Volusia)
By: Pope, 31st Dist.

Additional salary of $1500 annually to circuit judges to be prorated among counties according to population.

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Ch. 25,028 Senate Bill No. 190 (As Amended)
Subject: Hillsborough County, Justice of Peace Compensation
By: Sheldon, 34th Dist.

Relates to compensation of Justices of Peace in Hillsborough County, (Population 165,000-265,000 last State Census) without regard to whether information filed or indictment found.

Ch. 25,029 Senate Bill No. 209
Subject: Palm Beach County, Salary of Judge — Criminal Court of Record
By: Beacham, 35th Dist.

Fixes salary of Judge of the Criminal Court of Record in Palm Beach County.

Ch. 25,030 Senate Bill No. 199
Subject: Palm Beach County, Compensation of County Officials
By: Beacham, 35th Dist.

Provides that Palm Beach County officials paid wholly or partly by fees or commissions shall receive as yearly compensation all net income not to exceed $10,000 per annum after deducting office expenses.

Ch. 25,031 House Bill No. 127 (S. B. No. 63 by Baynard)—As Amended
Subject: Probate Statutes Relating to Unadministered Estates
By: Clement of Pinellas

Amends Section 734.29, F.S., 1941 (Sup.), relating to limitations against unadministered estates. Provides that in case of non-residents a duly certified or exemplified transcript of domiciliary proceedings may be filed with county judge, and shall include certified letters of administration or equivalent and names of heirs (but in case of necessity names may be supplied by affidavit or domiciliary representative). Provides that if claim is filed with 8 months, notice of appointment of administrator shall be forwarded by registered mail to the domiciliary representative at his address as shown by the records, upon application of any claimant or other person interested in the estate.

Ch. 25,032 Senate Bill No. 196
Subject: Supervision of State Buildings
By: Committee on Station Institutions (By Request)

All State buildings now or hereafter constructed included in the capitol center at the State Capitol and grounds and squares contiguous thereto, except the State Capitol building and Square on which it is situated, shall be under the general control, custodianship and supervision of the Board of Commissioners of State Institutions.

Does not disturb or impair the contractual obligations incurred for the construction of the Florida Industrial Commission Building.

Board of Commissioners of State Institutions shall have authority to: allocate space to house various agencies, departments etc., (except the new Supreme Court Building which authority shall be vested in the Justices of the Court); review, change or modify the budgets of the agencies, departments etc. relating to the repair, upkeep of said buildings; may provide or enter into contracts to provide heating, power, lighting and other necessary services, provide for establishment of parks, drives and parkways on said grounds and squares.

Except when otherwise directed by the Board, the officials now having the duty of repair, care and supervision of any said buildings shall continue to exercise such authority.

Ch. 25,033 House Bill No. 52 (As Amended)
Subject: Public Printing
By: Committee on Judiciary Civil

The Secretary of State is to index the Acts of Legislature. The Board of Commissioners of State Institutions is to prepare contracts for printing the pamphlet form of laws and to determine the number of final legislative journals to be printed (not to exceed 300). The Secretary of State no longer is to send copies of journal to other states but is to retain surplus copies for sale. Secretary of State is to print new general laws in pamphlet form (enough copies to supply all governmental agencies) and to distribute copies to any official of judicial, legislative, or executive department. Surplus copies to be sold to attorneys. Funds appropriated from general fund to pay for printing session laws and pamphlets. Library at Florida State University designated as a State Depository. Library of Congress limited to 3 copies of State publications. Copies of Session Laws to be sent free to government officials and schools in Florida.

Ch. 25,034 House Bill No. 57
Subject: Statutory Revision Department, Authority and Duties
By: Committee on Judiciary Civil

Statutory Revision Department created under supervision of Attorney General. Director designated as Assistant Attorney General selected by the Attorney General to supervise and control said department. Makes general revisions.

Ch. 25,035 House Bill No. 56
Subject: Correction and Revision of Statutes by Statutory Revision Department
By: Committee on Judiciary Civil

Incorporates Florida Statutes, 1941, General Laws of 1941, 1943, 1945 and 1947, as revised, into Vol. 1, F.S., 1949; repeals laws not contained in revision except special or local statutes; incorporates 1941 General Laws; reserves right under repealed statutes; and,

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ORANGE PARK, FLORIDA

prescribes method of preparation by Statutory Revision Department of F.S., 1949. Authorizes action by Statutory Revision Department necessary for speedy publication. Revisors Bill making corrections and revisions in Statutes.

Ch. 25,036 House Bill No. 650
Subject: Tax Survey Committee Expense Reimbursement
By: Shepperd of St. Johns

Appropriation, not to exceed $7,500 from General Revenue to reimburse legislative and citizen members of the Interim Joint House-Senate Tax Survey Committee of 1948-1949 for necessary expenses incurred in fulfilling committee duties.

Ch. 25,037 House Bill No. 114
Subject: Suit Money in Collecting Alimony
By: Luckie of Duval

In any legal proceeding brought to enforce a decree or order of the court providing for payment of alimony or support of children, the court, in its discretion, may allow the divorced wife such sums of suit money, including a reasonable attorney's fee, as the circumstances justify. See also, Senate Bill No. 77.

Ch. 25,038 House Bill No. 111
Subject: Aid to Blind
By: Beasley of Walton

Amends Section 409.17, F.S., 1941 (Sup.) by including among persons entitled to aid, blind children who have resided in Florida for preceding year, or were born in Florida within preceding year to mother who resided in Florida one year immediately preceding the birth of such child.

Ch. 25,039 House Bill No. 69
Subject: Inspection of Elevators
By: Committee on Governmental Reorganization

Authority of Industrial Commission to inspect elevators is taken away in certain cases where such inspection has already been provided for by the Hotel Commission.

Ch. 25,040 House Bill No. 22
Subject: Travel by State Officers and Employees
By: Simpson of Jefferson

Re-enacts provisions of Section 112.06-1, F.S., 1941, (Sup.), Providing for per diem of $7.50 and 7½c per mile for official travel, which expires July 1, 1949. This Act to expire July 1, 1951.

Ch. 25,041 House Bill No. 20 (As Amended)
Subject: Service of Process on State Prisoners
By: Luckie of Duval

Process to be served on State prisoner directed to and served on State prisoner instead of on Commissioner of Agriculture. Copy to Commissioner of Agriculture. Amends Section 47.26, F.S., 1941 (Sup.).

Ch. 25,042 House Bill No. 8
Subject: Challenge of Jurors in Civil Cases
By: Luckie of Duval

Provides for same number of peremptory challenges by each side where an unequal number of parties on opposite sides in civil cases. Provides for apportionment between parties on same side of extra challenges allowed. Amends Section 54.11, F.S., 1941.

Ch. 25,043 House Bill No. 96
Subject: Social Welfare and Assistance, Warrants not cashed before death.
By: Beasley of Walton

Amends Section 409.30, F.S., 1941 (Sup.) by providing for the form for designation by county judge or person to receive benefits. No filing required. Judge to receive no compensation. Designations of judge to be attached to requisition if no original designation. Warrants issued but not cashed by recipient due to his death, must be returned to the State Welfare Board with notice of death. Such warrants endorsed by an employee of the Board shall be payable to the designated beneficiary.

Ch. 25,044 House Bill No. 143
Subject: Closing of Banks during catastrophe
By: Smith of Polk and Moody of Hillsborough

Any banking institution may close for 48 consecutive hours, exclusive of holidays, whenever in judgment of directors, president or officer in charge the lives of employees or property of institution is placed in jeopardy due to hurricane or other catastrophe, including fire and civil disturbances.

Ch. 25,045 House Bill No. 157 (S.B. No. 51 by Wilson)
Subject: Furlough of inmates at Florida Farm Colony
By: Black and Whitlock of Alachua

Board of Commissioners of State Institutions may grant, revoke, or extend furloughs of inmates of Florida Farm Colony, after investigating home into which inmate would go and other circumstances, and shall provide supervision of furloughed inmates as Board deems necessary. Furlough not to be construed as discharge.

Ch. 25,046 H.C.S. for S.C.S. for S.B. 3 (S.B. No. 3 by Mathews)
Subject: Loyalty Oath

Requires all persons employed by State of Florida or any of its departments, agencies, subdivisions, counties, school boards and districts or institutions of higher learning, to take oath of allegiance. Sets out form of oath. Persons refusing to take oath to be discharged and receive no pay. Breach of oath subjects person to immediate removal from office. Penalty for person, under whom employee is serving, to fail to comply $1,000 fine and/or 6 months in prison. Act includes all elected officers of State, cities, towns, counties and political subdivisions. Penalty of perjury for false statements in oath.

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Ch. 25,047 House Bill No. 88
Subject: Auto Transportation Companies, Self Insurers
By: Cook of Flagler

Adds to Section 323.06, F.S., 1941, a provision that no auto transportation company shall be required to file a bond or insurance policy if Railroad Commission deems said company qualified to act as self insurer.

Amends Section 323,11, F.A., 1941 (Sup.) by increasing length of a single vehicle allowed to operate on public highway to 40 feet.

Ch. 25,048 House Bill No. 441 (S.B. No. 208 by Sturgis)—As Amended
Subject: Animal Liens; Mechanics Liens
By: Bryant of Marion

Amends Section 85.16, F.S., 1941, by extending lien provisions of said Section to favor all persons feeding or caring for the animal of another.

Amends Section 86.08, (2), F.S., 1941, by adding proviso that provisions of said Section (Remedies of Mechanic Lienor) apply to animal lienor, except charges need be delinquent only one month, thereby providing enforcement by sale without judicial proceedings.

Ch. 25,049 Senate Bill No. 142 (H.B. No. 226 by Okell)
Subject: Special Auto Tag for Amateur Radio Operators
By: Boyle, 37th and others

Points out importance of amateur radio operator during an emergency. Special license tag would aid sheriff, Red Cross, etc., in locating amateur radio operator.

Provides for issuance of special vehicle license tag upon payment of regular license fee plus additional fee of $1.00. To be issued only to owners of motor vehicles who hold official amateur radio station license issued by Federal Communications Commission. Tag will be inscribed with radio call letters of applicant in lieu of numbers as prescribed for private passenger cars.

Each sheriff of State to be furnished list of persons obtaining tag under this act by Motor Vehicle Commissioner annually. Sheriff maintains and keeps current such lists for public information.

Ch. 25,050 Senate Bill No. 42 (As Amended)
Subject: Motor Vehicle Financial Responsibility Law
By: Crary, 12th Dist.

Rewrites present law, points out intent and purpose. Defines motor vehicle, operator and non-resident. Amends present law in that Director of Public Safety, any sheriff, police department or peace officer files report of accident within ten days after accident, instead of immediately following accident. Amends provision providing that reports from individual owners or operators shall be for the confidential use of the Commission in place of State officials. Death to any person included with accidents resulting in bodily injury, or resulting in damage of fifty dollars or more as cause for suspension of license of operator, unless such operator, is financially responsible in the manner provided.

Securities deposited shall be in amount determined by the Commissioner. Securities are deposited with the State Treasurer and shall not be released until ordered by the Commissioner. Each insurer within ten days after receiving notice of accident involving any of its insureds under any motor vehicle liability policy (present law reads voluntary liability policy or surety bond gives notice to the Commissioner in such manner as the Commissioner designates. Certificate of State Treasurer obtained by depositing $11,000 cash or securities, instead of $10,000 as provided by present law.

Any persons who shall make any misstatement (changed from knowingly making any misstatement) in notice required, subject to punishment for misdemeanor.

Ch. 25,051 House Bill No. 413 (As Amended)
Subject: Ballots in General Elections
By: Committee on Elections

Repeals Chapter 24994 known as Senate Bill No. 2-X of the 1948 Extraordinary Session. Effective Date: July 1, 1949. (Bill relates to ballot of last General Election).

Ch. 25,052 House Bill No. 307
Subject: Road Designation, Calhoun County
By: Bridges of Calhoun

Designates and establishes State Road in Calhoun County. State Road 71 to Panama City.

Ch. 25,053 House Bill No. 482
Subject: Gilchrist County, Racing Funds
By: Lancaster of Gilchrist

Relating to distribution and use of funds received from State Racing and Fronton Revenue by Gilchrist County.

Ch. 25,054 House Bill No. 502
Subject: Liberty County – Compensation of County Commissioners
By: Summers of Liberty

Relates to compensation of members of the Board of County Commissioners in Liberty County.

Ch. 25,055 House Bill No. 483
Subject: Gilchrist County, Pay of County Commissioners
By: Lancaster of Gilchrist

Fixes the compensation of the County Commissioners of Gilchrist County at $1,020 annually for Chairman and $900 annually for other members.

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Ch. 25,056 House Bill No. 397
Subject: Palm Beach County, Salary of Circuit Judges
By: Bollinger and Elliott of Palm Beach

Requires County Commissioners to pay an additional salary equal to twenty-five percent of the annual salary already paid by State to each circuit judge who is a resident of Palm Beach County.

Ch. 25,057 House Bill No. 271
Subject: Restores civil rights to George W. Smith
By: Haley and Collins of Sarasota and others

Restores full civil rights to George W. Smith; convicted in Connecticut of manslaughter and pardoned.

Ch. 25,058 House Bill No. 270
Subject: Restores civil rights to Leonard S. Aylesworth
By: Haley and Collins of Sarasota

Restores full civil rights to Leonard S. Aylesworth, convicted of manslaughter in Connecticut.

Ch. 25,059 H. B. No. 267
Subject: Gadsden County, Compensation of County Judge
By: Scarborough and Johnson of Gadsden

Provides $2,700 annual (payable monthly) compensation to be paid to County Judge as Judge of the County Court and Juvenile Court in Gadsden County. (According to the last preceding State Census, 30,000 - 32,000).

Ch. 25,060 House Bill No. 268
Subject: Gadsden County, Maximum Compensation to County Officials
By: Johnson and Scarborough of Gadsden

Provides for maximum compensation of county officials. (All net income; not to exceed $7,500).

Ch. 25,061 House Bill No. 269
Subject: Gadsden County, Flat filing fee
By: Johnson and Scarborough of Gadsden

Provides for flat filing fees of clerks of circuit and county courts. (Chancery, $7.50; Civil, $6.50).

Senate Bill No. 2
Subject: City of Jacksonville City Government
By: Mathews, 18th Dist.

Relates to number of City Officials to be elected.

Senate Concurrent Resolution No. 8
Subject: Concession Stand: American Legion Auxiliary
By Collins, 8th Dist.

American Legion Auxiliary Post at Tallahassee granted concession to sell cold drinks, etc., in Capitol during session.

Senate Bill No. 29
Subject: City of Jacksonville: Recall Procedure
By: Mathews, 18th Dist.

Charter Amendment—recall elections.

Senate Bill No. 31
Subject: City of Jacksonville: Improvement Funds
By: Mathews, 18th Dist.

Charter amendment relating to budget.

Senate Bill No. 75
Subject: Lake County: Armory authorized
By: Baker, 23rd Dist.

Authorizes Lake County to acquire Armory.

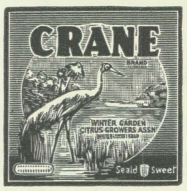
Senate Bill No. 76
Subject: Lake County: Justice Districts Abolished
By: Baker, 23rd Dist.

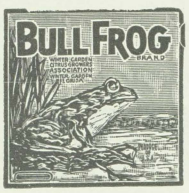
Abolishes all existing Justice of Peace Districts in Lake County.

Senate Bill No. 162
Subject: Hillsborough County—Disposition of Property
By: Sheldon, 34th Dist.

Authorizes Hillsborough County Commissioners to repair, alter, add to, demolish, rent or lease certain buildings and land; Courthouse site of such County.

Winter Garden Citrus Growers' Association





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AUBURNDALE, FLORIDA

Senate Concurrent Resolution No. 178
Subject: Lobbying of Officials for Pay Increases
By: Baynard, 11th Dist., & others

Relating to lobbying by city, county and State Officials for salary increases.

Senate Bill No. 182
Subject: City of Fort Myers: Public Utility
By: Franklin, 24th Dist.

Amends charter relating to public utility franchises.

Senate Bill No. 188
Subject: City of Pensacola: Elections
By: Beal, 2nd Dist.

Relates to procedure to be used in Municipal primary and General elections.

Senate Bill No. 192
Subject: Relief Bill: Dixie Chemical Co., Escambia County
By: Beall, 2nd Dist.

Board of County Commissioners to pay claim from general fund.

Senate Bill No. 193
Subject: City of High Springs: Planning and Zoning
By: Shands, 32nd Dist.

Empowers City of High Springs to create City Planning and Zoning Board.

House Bill No. 34
Subject: Town of Reddington Beach, Pinellas County. Occupational License: Ad Valorem Tax
By: Schuh, McClure & Clement of Pinellas

Amends charter—referendum.

House Bill No. 49
Subject: City of Lakeland: City Commissioners
By: Smith and Surles of Polk

Election of City Commissioners.

House Memorial No. 104
Subject: S.B. 614 (U.S. Congress) on Hospital Survey and Construction
By: Beasley of Walton and others

To memorialize Congress to enact Senate Bill 614 with amendments relating to Hospital Survey and Construction.

Senate Concurrent Resolution No. 95
Subject: Title to Marginal and Tidal Lands
By: Franklin, 24th Dist.

Resolution requesting Florida delegation in Congress of United States to oppose efforts of Federal Government to assert title in marginal and tidal lands.

Senate Bill No. 124
Subject: Fernandina Beach — Town of
By: McArthur, 16th Dist.

Relates to government of town of Fernandina Beach.

Senate Bill No. 155
Subject: Escambia County — Santa Rosa Island Authority
By: Beall, 2nd Dist.

Exempts real and personal property owned, controlled or used by Escambia County or Santa Rosa Island Authority from ad valorem taxes of every kind.

Senate Bill No. 341
Subject: Dade County — Painting and Waterproofing industry
By: Gautier, 13th Dist.

Gives County Commissioners of Dade County regulatory power over painting, waterproofing, and wall papering industries in Dade County.

House Bill No. 50
Subject: City of Palm Beach Retirement Fund
By: Bollinger of Palm Beach

Investment of municipal employees retirement fund.

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General Offices

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House Bill No. 86
Subject: Hardee County — Election of County Attorney
By: Williams of Hardee
House Bill No. 95
Subject: Hardee County — Election of County Commissioners
By: Williams of Hardee

Changes method of election of County Commissioners.

House Bill No. 99
Subject: Flagler County — Fishing
By: Cook of Flagler

Unlawful to take any fish by any type of net, except a common castnet from the inland salt waters located in Flagler County. Act does not apply to taking of fish for scientific or exhibitional purposes by duly licensed aquariums or to the taking of fish to be used as food for such fish.

House Bill No. 118
Subject: Duval County — Taking of Fish
By: Morgan of Duval

Pertains to the taking of fish in salt waters of Duval County and prescribes the kind of nets that may be used.

House Bill No. 198
Subject: Bay County — Librarian
By: Courtney and Mathis of Bay

Provides for appropriation and payment of salary to Bay County Librarian, from County General Fund by County Commissioners.

House Bill No. 248
Subject: Suwannee County — Registration
By: Slaughter of Suwannee

Provides that registration may be had only in office of Supervisor.

House Bill No. 318
Subject: Panama City, Municipal Judge and Court
By: Courtney and Mathis of Bay

Concerns Municipal Court and Judge of Panama City.

House Bill No. 320
Subject: Panama City, Advertising
By: Courtney and Mathis of Bay

Authorizes City Commission to spend up to $5,000 for advertising city.

House Bill No. 364
Subject: Suwannee County, County Fair, Tax
By: Slaughter of Suwannee

Relating to tax for County Fair.

House Bill No. 365
Subject: Suwannee County, Nomination of County Commissioners
By: Slaughter of Suwannee

Relates to nomination of candidates for County Commissioner of Suwannee County by voters of county at large.

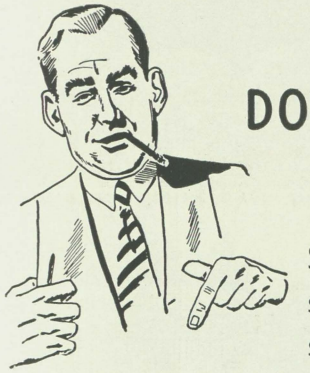
House Bill No. 382
Subject: City of St. Petersburg — Fiscal Year
By: Schuh, McClure, and Clement of Pinellas

Authorizes City of St. Petersburg to establish a fiscal year of said city, subject to referendum.

House Concurrent Resolution No. 427
Subject: Unit Leaders of Boy Scouts
By: Bryant of Marion

Extends praise and gratitude for the unselfish sacrificial and beneficial services of the Cubmasters, Scoutmasters, and Senior Scout Leaders of the Boy Scouts of America.

EDITOR'S NOTE: Above laws were enacted by the Legislature through May 17, 1949. Laws enacted for the balance of the session will be published in the June issue.



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Soil Cement Ditch Lining Placed On State Road 69

By Dave Curtis
Engineer Portland Cement Association

The State Road Department of Florida has constructed a soil-cement ditch lining on State Road No. 69 between Blountstown and the Jackson county line.

The unusual good job on this project is being done by Faulk-Coleman, contractors, superintendent T. S. Castleberry.

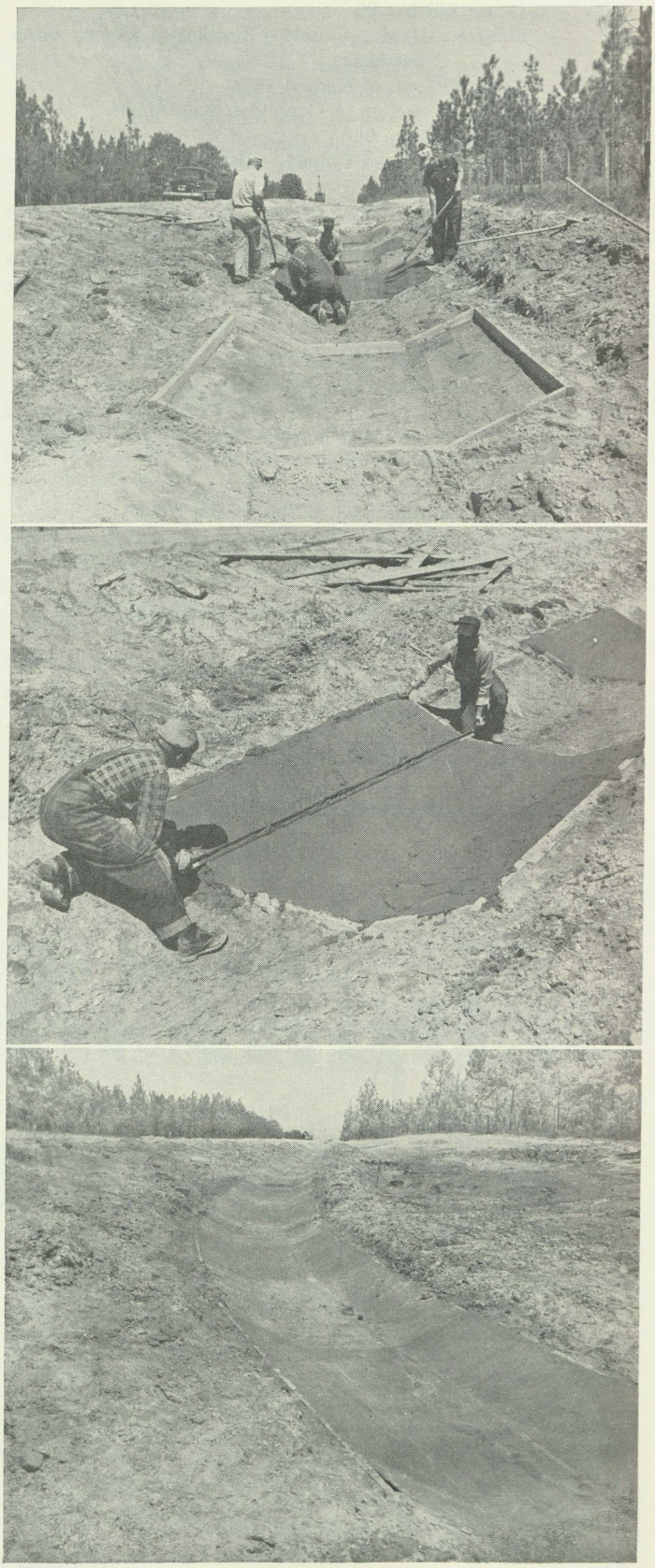
The plans called for ditch pavement 4 inches thick, with a 3 foot bottom width and side slopes extending on a one on two slope to a vertical depth of one foot.

The contractor constructed from 150 to 170 linear feet of this ditch pavement per day, using a plastic mix of soil-cement, having a slump of 2½ to 3 inches. Existing roadway soils were used with 12 per cent by volume of cement. Clay soils were classed as unsuitable and were not used. The mixing was done in a 2-bag concrete mixer. It was found that mixtures having a slump of less than 2½ inches were difficult to discharge from the mixer and to compact and finish. The entire operation, including excavating and hauling the soil in wheelbarrows to the mixer, placing and finishing, was accomplished with a 13-man force, including foreman.

The contractor constructed re-usable forms to the proposed shape of the ditch and 10 feet long, and set the forms in the ditch in alternate 10-foot spaces. The soil-cement mix was placed in the forms and screened and compacted with a metal screen 12 feet long. A wooden float was then used to finish the surface.

After the first alternate sections that had been placed had set hard enough to walk on without marring the surface, the remaining sections were placed. For placing and finishing these remaining sections forms were placed along the outer edges only, and the previously placed sections were used to control the screed. In conjunction with final finishing the joints at 20-foot intervals were opened from one eighth to one quarter inch wide to allow seepage water to enter the ditch.

It was necessary to protect the ditch pavement from running water for a period of from 24 to 48 hours after placing. This was done by earth ditch blocks and by-pass ditches.



Top, placing soil-cement in alternate 10-foot sections. Middle, screeding soil-cement before finishing with wood float. Bottom, finished soil-cement ditch lining-curing before pulling curve forms.

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COUNTY ACTIVITIES

(Continued from page 11)

ported that in the near future efforts will be concentrated on constructing that portion of the highway route from Kings Road to its junction with Phillips Highway including the new viaduct in the vicinity of Myrtle Avenue, the Riverside-Southside bridge and connections with existing bridges. Remainder of the bond proceeds will be used to build approaches to the Arlington Bridge and connections with Atlantic Boulevard and Beach Boulevard. Remaining new roads, bridges and improvement of Edgewood, Post and College Streets will proceed with State and Federal funds as they become available, Sollee said.

* * *

Columbia County Commissioners accepted a bid from the Florida-Georgia Tractor Company for the purchase of a Quickway dragline at a cost of $10,615.

* * *

Leon County Commissioners have passed a resolution to appropriate $500 toward the Lions' Club fund to send the Leon High School Band to New York this summer, with the condition that such an appropriation is legal and "we can find the money." V. G. Phillips, county commission chairman, broke a tie 2-2 vote on the appropriation with the comment "let's send the boys and girls to New York, I was young once and know what a trip like that would have meant to me."

* * *

Highlands County featured one of the most successful gatherings in years on April 22 with a barbecue, speech making, and horse racing, at Lorida in celebration of the completion of the second stretch of paved highway around Lake Istokpoga. The fifteen miles of new paved road links Sebring and DeSoto City with Lorida, and opens up a heretofore isolated area. Senator James W. Moore was present and acted as master of ceremonies. Other prominent persons present were Miss Edna Pearce, of Fort Bassinger, the only woman in the current session of the legislature; County Commissioners of Highlands, Okeechobee and DeSoto Counties; H. E. Lewis, Division Engineer of the State Road Department and others.

* * *

Polk County reports an all-time record tourist season. Chamber of Commerce officials, hotel operators, and resort owners estimate about one million persons spent from one to six months in various parts of the county. Attendance was up 25 percent at Bok Tower, according to E. L. Davis, Manager of the Lake Wales Chamber of Commerce, where 500,000 tourists had passed through the gates. Cypress Garden officials also report that attendance figures, although not complete, indicated a 45 percent or more increase over 1948. A survey of hotel officials throughout the county indicates an estimated 25 percent increase in business over the 1948 volume.

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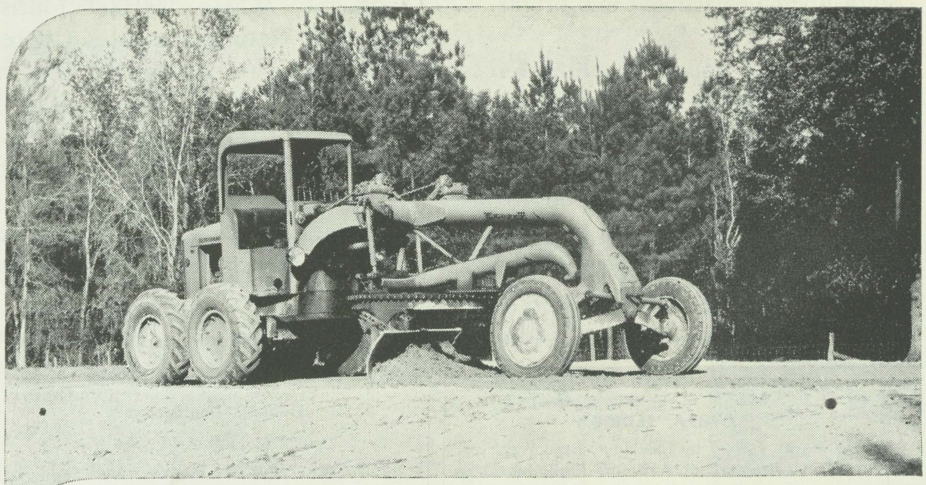

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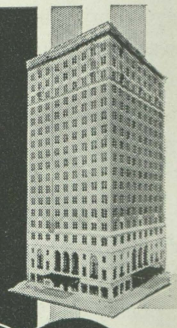

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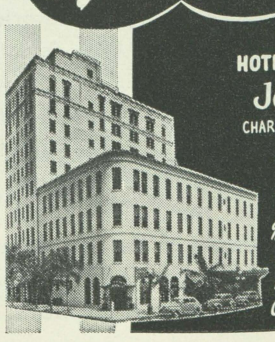

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Transactions of Meetings of Florida State Road Department

MEETING HELD AT VERO BEACH ON MARCH 28, 1949

Pursuant to due call by the Chairman, the Members of the State Road Department held a special meeting at Vero Beach, Florida on the 28th day of March, for the purpose of consideration and transaction of all routine and special business as should come before the Board at this time. All Members of the Board were present, as follows: Alfred A. McKethan, Chairman, J. Glover Taylor, Marion G. Nelson, Merrill P. Barber and Trusten P. Drake; also present were Robert O. Chiotto, Secretary, John W. McWhirter, Attorney, Sam P. Turnbull, State Highway Engineer, and others of the engineering staff and other Department personnel asked by the Chairman to attend.

APPROVAL OF MINUTES OF THE MEETING OF FEBRUARY 28

On motion of Mr. Taylor, seconded by Mr. Nelson, the minutes of the meeting held on February 28 at Jacksonville were approved.

APPROVAL OF MATTERS OF THE OVERSEAS ROAD AND TOLL BRIDGE DISTRICT HELD OVER PENDING FURTHER STUDY

Renewal of Craig Lease

On motion of Mr. Barber, seconded by Mr. Drake, the Board voted to approve continuation of the Craig Lease on the present basis from month to month.

Fishing Prohibited on Bahia Honda Bridge

On motion of Mr. Barber, seconded by Mr. Drake, the Board voted unanimously to approve the recommendation of the Overseas Road and Toll Bridge District and the Grand Jury of Monroe County that fishing be prohibited from the Bahia Honda Bridge because of the extreme hazards to both the fishermen and the motorists on the bridge, and that the public be so advised by the erection of appropriate signs at suitable locations. Also that the plan of the District to try to work out a practical design for the installation of balconies along this bridge where fishing could be done in safety, was endorsed.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Nelson, seconded by Mr. Drake, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects, and for furnishing certain materials, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to wit:

CONTRACTS AWARDED

Construction

Bids received Dec. 9, 1948

J. D. Manly, S-8 (2), 49, Suwannee, $167,879.16.

Bids received March 3, 1949

Atlantic Dredg. & Const. Co., 7219-108, 212, Duval, $128,465.92.

Cleary Bros. Co., 9375-102 etc., 80 & A1A, Palm Beach, $1,052,156.20.

Materials

Bids of March 4

Armco Drain. & Met. Prod. Co., Corr. Metal Sect. Plate Pipe, $4,816.96.

Bids of March 15

Baltimore Paint & Color Co., 25,000 Gal. White Traffic Paint, $36,500.00.

Flex-o-Lite Mfg. Co., 150,000 lbs. Glass Spheres for Paint, $22,350.00.

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Drake, seconded by Mr. Barber, the following Supplemental Agreements were approved:

A. B. Covell, 57 & 3 5813-101, Santa Rosa, $1,200.00 Increase.

Faulk & Coleman, 69 & 73 4775-101 etc., Calhoun, $590.40 Increase.

A. F. Rich Co., County 5575-101 etc, Leon, 0.00 Increase.

Cleary Bros. Const. Co., 402, 7016-108, Brevard, $2,200.00 Decrease.

B. B. McCormick & Sons, 125, S-175 (1). Baker, $276.00 Decrease.

REQUESTS FOR ACQUISITION OF RIGHT OF WAY

The following routine requests were made for R/W:

Broward, 9, 8607, From point E of SAL Ry. northerly to Oakland Park Road. Barber, Nelson.

Columbia, 245, 2975, (FSIC), From Union Co. N'ly to Rd. 100. Taylor, Nelson.

Columbia, 131, 2975, (FSIC), From Rd. 25 and Rd. 100 N'ly. Taylor, Drake.

Columbia, 250, 2975, (FSIC), From Suwannee Co. Line E'ly to Lake City. Taylor, Drake.

Leon, 142 & 151, 5575, (FSIC), From point on Road 151 NE'ly thence E'ly to Road 142 to Road 59 in Miccosukee. Nelson, Barber.

Seminole. 46, 7704, Lake Jessup Bridge and approaches. Drake, Barber.

I. I. BOARD REQUESTS FOR R/W RELINQUISHMENTS IN MURPHY ACT DEEDS

On motion of Mr. Nelson, seconded by Mr.

GATHERING AT THE STATE ROAD DEPARTMENT VERO BEACH BOARD MEETING—*Left to right: Trusten P. Drake, Board Member; Robert O. Ghiotto, Secretary; Red Barber, Sports Announcer; Happy Chandler, Baseball Commissioner; Marion G. Nelson, Board Member; Alfred A. McKethan, Road Department Chairman; Merrill P. Barber, Board Member; Branch Rickey, Brooklyn Dodgers; John W. McWhirter, Attorney; J. Glover Taylor, Board Member; Sam P. Turnbull, State Highway Engineer.*

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Drake, the Board approved the recommendation of the Engineer to release right of way reservation in Murphy Act Deeds, as requested by the I. I. Board, as set out below:

745, Dade, 8724, 9, Release all except within 50 feet of centerline Road 9.

03-Chap. 21684 (part), Dade, 8709, 25, Release all except within 50 feet of centerline of Road 25.

08-Chap. 21684 (part), Hillsboro, Release all of reservation.

1388, Hillsborough, Release no part of reservation.

3005 (part), Hillsborough, Release all of reservation.

3852, Hillsborough, Release all of reservation.

203, Lee, 1202, 80, Release all except within 50 feet of centerline of Road 80.

1330 (part), Pinellas, Release all of reservation.

4031, Pinellas, Release all of reservation.

2673 (part), Pinellas, 1509, 600, Release all except within 50 feet of centerline of Road 600.

1787 (part), Volusia, 7903, 5, Release all except within 50 feet of centerline of Road 5.

1803 (part), Volusia, 7903, 5, Release all except within 50 feet of centerline of Road 5.

REQUEST FOR EXTENSION OF FEDERAL AID SYSTEM

On motion of Mr. Nelson, seconded by Mr. Drake, the following resolution was adopted:

WHEREAS, it is expedient and necessary for the proper improvement and development of the Federal Aid System in the State of Florida that further extensions of the Federal Aid System be effected; and

WHEREAS, there exists sufficient unallotted mileage of the present permissible mileage of the Federal Aid System in Florida to permit the addition of proposed extensions of the said Federal Aid System to effect the necessary improvement and development of the said system:

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida, that the following described and designated extensions to the Federal Aid System are necessary for the proper improvement and development thereof, to wit:

1. From intersection with State Road 55, Federal Aid Route 16, in Perry Easterly along State Road 20 to intersection with State Road 25, Federal Aid Route 2, in High Springs.
2. From intersection with State Road 55, Federal Aid Route 16, in Chiefland Southeasterly along State Road 500 to intersection with State Road 25, Federal Aid Route 2, in Ocala.
3. From intersection with State Road 50, Federal Aid Route 25, at Weekiwachee Springs northerly along State Road 55 to intersection with State Road 336, Federal Aid Route 16, at Lebanon Station.
4. From intersection with State Road 45, Federal Aid Route 11, in Brooksville Easterly along State Road 50 to intersection with State Road 500, Federal Aid Route 2, in Orlando.
5. From intersection with State Road 600, Federal Aid Route 11, in Lakeland Northwesterly along State Roads 35 and 41 to intersection with State Road 50 (proposed Federal Aid addition), Southeast of Brooksville.
6. From intersection with State Road 5, Federal Aid Route 3, in St. Augustine Northerly along State Road A1A and Westerly along State Road 212 to intersection with State Road 5, Federal Aid Route 3, in Jacksonville.
7. From intersection with State Road 5, Federal Aid Route 3, in Daytona Beach Northerly along State Road A1A to intersection with State Road 5, Federal Aid Route 3, in St. Augustine.

BE IT FURTHER RESOLVED that the Public Roads Administration, Federal Works Agency, be petitioned to approve the proposed extensions described herein, and their addition to the Federal Aid Highway System.

BE IT FURTHER RESOLVED that necessary certified copies of this resolution be transmitted to Public Roads Administration, Federal Works Agency.

PROPOSED MASTER PLAN FOR OVERSEAS PARKWAY

On motion of Mr. Barber, seconded by Mr. Nelson, the following resolution was adopted:

WHEREAS, this Board believes that the area along the Florida Keys traversed by the Overseas Highway, particularly that part owned by the Overseas Road and Toll Bridge District, is a valuable asset to the State of Florida and should be given all possible consideration with a view to its highest potential development as a scenic and recreational area for the citizens of Florida and its visitors for all time to come; and

WHEREAS, following considerable study this Department adopted in 1946 a plan for such development, and this Board feels that no part of the land should be sold or leased

for any use that would be detrimental to the value of the plan as a whole, and

WHEREAS, the changing conditions appear to necessitate additional study before further decisions can be intelligently made,

NOW, THEREFORE, BE IT RESOLVED that all requests for the leasing or purchasing of lands owned by the Overseas Road and Toll Bridge District be deferred until such time as a master overall plan for the area as an Overseas Parkway has been adopted.

BE IT FURTHER RESOLVED that this Department join with the District in requesting the National Park Service and the Florida Park Service to make a comprehensive survey of the area traversed by the Overseas Highway from the mainland to Key West and offer suggestions and recommendations based on their present standards for similar park developments;

BE IT FURTHER RESOLVED that the Trustees of the Internal Improvement Fund be requested to make no further disposition of lands under their control adjacent to the Overseas Highway until this study is completed and the overall plan for development adopted.

REQUEST FOR SURVEYS IN ALACHUA COUNTY

The Board gave consideration to a resolution adopted by the Board of Road Trustees of Alachua County, requesting the Road Department to proceed with the survey of certain roads in said county, and on motion of Mr. Taylor, seconded by Mr. Nelson, the following resolution was adopted:

BE IT RESOLVED that the request from Alachua County, "that the State Road Department be requested to proceed with its survey and delineation of the appropriate and desired right of way for said farm to market roads to extend in said County from Alachua to Newberry; that the said State Road Department also complete the survey for right of way from Monteocho west to intersection with proposed highway running North and South from Paradise to Road 235 and thence South to Road 23 and 325," be granted and that provision for same be made as soon as is practicable.

REQUEST FOR ADVANCE TO GILCHRIST COUNTY FOR RIGHT OF WAY ON ROADS IN COUNTY'S FSIC PROGRAM

The Board considered a request from Gilchrist County Board of County Commissioners for an advance of $20,625.84 for the acquisition of the necessary right of way for the roads included in the County's road program to be financed through the Florida State Improvement Commission.

On motion by Mr. Taylor, seconded by Mr. Barber, the following resolution was adopted:

WHEREAS, the situation in Gilchrist County appears to be an emergency, and it is the consensus of this Board that the road program in said County agreed to be done by this Department and financed through the Florida State Improvement Commission should not be held up at this time, but gotten under way as soon as possible.

NOW, THEREFORE, BE IT RESOLVED that the request of Gilchrist County for an advance of $20,625.84 be granted, and the Chairman and Attorney be and they are hereby requested to negotiate with the County to work out a method whereby this advance can be repaid during the present calendar year or as soon as possible from any or all available sources, and they are hereby authorized to enter into the most favorable agreement possible in consideration of the Board's policy in this respect.

RECONSIDERATION OF LAFAYETTE COUNTY'S REQUEST FOR STORM DAMAGE

Upon receipt of letters from Senator G. Warren Sanchez and Hon. Sidney C. Edward, Clerk of the Board of County Commissioners of LaFayette County, the Road Board again gave consideration to the request from LaFayette County for a grant of $8.000 with which the County would pay its indebtedness incurred for the reconstruction of state-designated roads made necessary by flood damage in the spring of 1948.

On motion of Mr. Taylor, seconded by Mr. Nelson, the Board agreed to make the advance, provided the County files a resolution agreeing to repay to the Department the money so advanced out of its 20% surplus or other sources of county income during the present calendar year.

POLICY RE RIGHT OF WAY FOR ROADS IN COUNTY FSIC PROGRAMS

On motion by Mr. Taylor, seconded by Mr. Drake, the following resolution was adopted:

BE IT RESOLVED that when considering a county road-building program which will be constructed by the Department and financed by the Florida State Improvement Commission through issues serviced by the county's 80% surplus gas tax, it shall be the policy of this Board, effective at once,

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to require the county to make adequate provision for the acquisition of all needed right of ways prior to the execution by the Department of agreements to construct the roads therein, in order to avoid later requests to the Department for advance of funds and to assure the construction of such program without delay.

PROPOSAL OF ST. PETERSBURG PORT AUTHORITY BRIDGE OVER TAMPA BAY

Chairman McKethan advised the Board that the State Improvement Commission had tentatively agreed to accept the proposal of the St. Petersburg Port Authority with reference to the construction of a causeway and bridge across Old Tampa Bay to connect Pinellas and Manatee Counties, subject to further study of the legal, fiscal and engineering problems involved. After some discussion of this matter the members of the Board expressed their willingness to cooperate in this proposed project at the time of final approval by the Improvement Commission.

MATTER OF R/W FOR EIGHTH STREET BRIDGE DELRAY BEACH, PALM BEACH COUNTY

The Board gave consideration to a resolution received from the Board of County Commissioners of Palm Beach County, requesting the Department to advance the sum of $400 for right of way for the Eighth Street Bridge at Delray Beach, to be charged against the $90,000 allocated for this project.

On motion of Mr. Barber, seconded by Mr. Nelson, the Board voted to advance the $400 for the right of way, as requested, on condition the County would agree to make up this amount should it be needed to complete the project of the Eighth Street Bridge.

LAS OLAS BRIDGE IN FORT LAUDERDALE

The Board received a resolution from the City Commission of Fort Lauderdale setting out the urgent need for a new bridge over the Inland Waterway on Las Olas Boulevard in the City of Fort Lauderdale, and requesting the road Department to declare the situation an emergency and make plans for immediate construction of said bridge, at State Expense; also a similar resolution from the Board of Commissioners of Broward County, making the same request. No action was taken, pending further study of the problem.

DISCLAIMER TO FORMER LOCATION ON ROAD A1A IN BROWARD COUNTY IN EXCHANGE FOR NEW RIGHT OF WAY

On motion of Mr. Barber, seconded by Mr. Taylor, the following resolution was adopted:

WHEREAS, Arthur T. Galt and wife, Ida Cook Galt, have offered to convey to the Department the necessary land in the NW¼ of Section 19, Township 49 South, Range 43 East for the relocated right of way of State Road A1A, Section 8605 in Broward County, Florida provided that the Department will disclaim the former locations of said right of way in said quarter section with the right reserved to the Department to use and maintain said former locations of said State Road for public highway purposes until the relocated portion of said Road has been completed and opened to the public,

NOW, THEREFORE, BE IT RESOLVED that the present and previous locations of State Road A1A, Section 8605, in the NW¼ of Section 19, Township 49 South, Range 43 East in Broward County, Florida, be disclaimed by the Department with the right reserved to use and maintain said former locations for public highway purposes until the relocated portion of said road in said quarter section has been completed and opened to the public, provided that said disclaimer shall be upon the condition that Arthur T. Galt and Ida Cook Galt grant to the State of Florida for the use of the State Road Department of Florida the necessary land for the relocated right of way of said road in said quarter section.

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DISCLAIMER TO BORROW PITS ALONG ROAD 230 IN BRADFORD COUNTY REQUEST OF MRS. VONDA E. INMAN

The request of Mrs. Vonda E. Inman for the return of two parcels of land in Bradford County, Florida, which were granted to the Department by her on March 6, 1941 for use as borrow pits in the construction of Section 2805 (Project 5521), State Road 230 (261) in Bradford County, was considered and, upon the recommendation of the Division Engineer stating that said lands are of no further use to the Department, it was moved by Mr. Taylor and seconded by Mr. Nelson that the following resolution be adopted:

BE IT RESOLVED by the State Road Department of Florida that the request of Mrs. Vonda E. Inman for return of two parcels of land in Bradford County, Florida, be granted and that the Chairman and Secretary be authorized to execute a disclaimer on the part of the Department as to 4.01 acres in the NE¼ of NW¼ of Section 35 and 2.71 acres in the S½ of SE¼ of the SE¼ of Section 26, both in Township 6 South, Range 22 East, Bradford County, Florida.

DISCLAIMERS TO BORROW PITS ON ROAD 50 IN ORANGE COUNTY SECTION 7505

The disclaimer of borrow pits used in the construction of Section 7505, State Road 50 (22) in Orange County, Florida having been considered and it appearing that the interest secured by the Department was only an easement, license and right to excavate and maintain borrow pits upon said land with the right to remove such soil therefrom as the Department might deem necessary or convenient for the construction of said section until the completion of said section, and that said section has been completed for several months, it was moved by Mr. Drake and seconded by Mr. Taylor that the following resolution be adopted:

BE IT RESOLVED by the State Road Department of Florida that the Chairman and Secretary be authorized to execute disclaimers to Lot 4 of Block "D", Lots 1, 2 and 3 in Block "E", and Lots 22, 23 and 24 in Block "G", all in Waikiki Beach. a subdivision in Section 22, Township 22 South, Range 28 East as recorded in Plat Book "H" at page 86 of the Public Records of Orange County, Florida, which lands were granted to the Department for use as borrow pits during the construction of Section 7505, State Road 50 (22) in Orange County, Florida.

REQUEST FROM BREVARD COUNTY CROSS-STATE HIGHWAY

County Commissioner C. Sweet Smith, Jr. of Brevard County came before the Board to urge the completion of the Cross-State Highway from Bithlo east, as he said Orange County delegation would do if they were present. He was advised by the Chairman that the Department considers this an important highway but it could not all be worked out at one time, and also stated that Road 50 is a Federal Aid Secondary road and the funds are short.

PROPOSED INTERSTATE HIGHWAY IN DUVAL COUNTY

Senator John E. Mathews, Ray Green, Chairman of the Board of County Commissioners, Henry Blount, County Attorney, and Arthur Sollee, County Engineer, came from Duval County in interest of the proposed Interstate Highway through Jacksonville and Duval County.

Senator Mathews said they came to formally present a resolution which had been adopted by the State Improvement Commission with reference to what they considered the greatest project in the State of Florida today, entailing a total cost of about $30,000,000. He advised that this program consisted of two bridges across the St. Johns River, their approaches, and a system of connecting roads which would break up the bottleneck in traffic in Jacksonville and help the whole East Coast of Florida. He pointed out to the Members that the projects of first importance in the program were the Arlington Bridge and the Riverside Bridge over the St. Johns River, which were estimated to cost about $19,000,000, including the cost of construction, cost of right of way for the entire project and the cost of engineering and financing. He said the resolution adopted by the State Improvement Commission recommended that these be undertaken as early as practicable, and he asked the Road Department to approve and concur in the resolution of the State Improvement Commission.

MR. BARBER ACTS AS TEMPORARY CHAIRMAN

At the request of Chairman McKethan, Mr. Barber took the chair at this time.

IN RE: ARLINGTON BRIDGE—ST. JOHNS RIVER (RIVERSIDE) BRIDGE

On the joint motion of Mr. McKethan and Mr. Taylor, with second by Mr. Nelson, the following resolution was unanimously adopted:

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WHEREAS, on March 15, 1949 the Florida State Improvement Commission adopted a resolution approving a proposal submitted by the Board of County Commissioners in and for Duval County, Florida, with reference to the construction and financing of improvements in Duval County known as the Arlington Bridge—St. Johns River (Riverside) Bridge as a portion of the interstate highway, the particulars being set forth in detail in a report submitted by Arthur N. Sollee, County Engineer of Duval County dated December 1, 1948, which was submitted with the proposal of the Board of County Commissioners; and

WHEREAS, a copy of said resolution has been filed with this Board, and in and by said resolution this Board was requested to have prepared as early as possible plans and specifications for the contemplated improvements, in order that the actual construction of said improvements may be expedited; and

WHEREAS, the resolution adopted by the Florida State Improvement Commission contemplates that the improvements will be constructed under agreements or contracts to be entered into by this Board and the Florida State Improvement Commission, in cooperation with the Board of Administration; and

WHEREAS, the proposal submitted by the Board of County Commissioners of Duval County, and the resolution adopted by the Florida State Improvement Commission, contemplate that funds for the construction of the proposed bridges and the approaches thereto will be obtained by the Florida State Improvement Commission by the issuance and sale of revenue bonds in the principal sum of $19,000,000, to be paid out of the proceeds of a lease-purchase agreement with the State Road Department, the rentals under which are to be paid by the State Road Department from tolls on the two bridges and from 80% surplus gasoline tax funds of Duval County derived from the 2nd or 2-cent gasoline tax imposed under Section 16, Article 9 of the Constitution of the State of Florida; and further that the legal and fiscal sufficiency of the proceedings authorizing the issuance of said bonds shall be approved by the State Board of Administration;

NOW, THEREFORE BE IT RESOLVED by the State Road Department of the State of Florida that this Board concur in and approve the resolution adopted by the Florida State Improvement Commission on March 15, 1949.

BE IT FURTHER RESOLVED that the Chairman and Attorney for this Board be and they are hereby authorized and directed to confer and negotiate with the Chairman and Attorney for the Florida State Improvement Commission and the Chairman and Attorney for the Board of Administration with reference to the contracts and agreements to be entered into and the resolution or resolutions to be adopted by the Board of County Commissioners in and for Duval County, and that as soon as said resolutions have been prepared and shall meet with the approval of the chairmen and attorneys for the respective departments, that the same be submitted to the Board of County Commissioners of Duval County, with the request that such resolution or resolutions be adopted.

BE IT FURTHER RESOLVED that the Chairman and Attorney of this Board be and they are hereby authorized and directed to take all needful steps to carry out the full purpose and intent of this resolution, and of the resolution adopted by the Florida State Improvement Commission on March 15, 1949.

McKETHAN RETURNS TO CHAIR

At this point Chairman McKethan returned to the chair.

MARTIN COUNTY

Those registering from Martin County were County Commissioner Ransom R. Tilton and Messrs. J. J. Pitchford and J. J. Pitchford, Jr. of Jensen.

Mr. Tilton presented the request that the Jensen Bridge be taken over for State maintenance at the earliest date possible, because the Jensen Road and Bridge District does not have the money to keep it up, and the Jensen Bridge is the only bridge in Martin County which the public can use to reach the beach. Several resolutions from local organizations in addition to the one from the County Commissioners were filed. On motion of Mr. Barber, seconded by Mr. Drake, the Board agreed to make a survey and study of this situation.

PALM BEACH COUNTY

Messrs. Harry Johnston, County Attorney, Jake Boyd, County Engineer, and Lake Lytal, Chairman of the Board of County Commissioners, came as a delegation from Palm Beach County.

Mr. Lytal stated to the Board that in 1946 when the Department resurfaced U. S. Highway No. 1 through West Palm Beach the County tried to get the pavement laid from curb to curb but the Department paved only 30 feet; however, they were successful in getting certain sections from curb to curb done by the contractor at a cost of $17,575.19, which the City and County agreed to pay. This was put in their budget, he stated, but since the Department did not present them with bill, the amount was taken out of their budget. Recently, more than a year after the work was done, they had received invoice for the work done, and he had come to ask the Department to absorb this cost, since the work was done on a main road, and also because about twice this amount has been spent by local units on widening this road in West Palm Beach and in improving traffic routes for truck traffic through the city, which route is now maintained by the Department. He advised further that they had a special tax which brings in from $12,000 to $17,000 a year which they could use from time to time in widening sections of U. S. Highway No. 1 through the City.

The Board agreed to make a complete investigation of this matter for consideration at the next meeting.

RESOLUTION OF THANKS

At this point, on motion of Mr. Nelson, seconded by Mr. Drake, the Board adopted a resolution as follows:

BE IT RESOLVED that the sincere thanks of this Board are extended to Member Merrill P. Barber, as the Mayor of Vero Beach, to the City of Vero Beach and Indian River County, to the City of Fort Pierce and St. Lucie County for the many courtesies and the general hospitality extended to the Board and other personnel of the Road Department during this meeting.

ADJOURNMENT

All matters ready for action having been passed on, Mr. Nelson moved and Mr. Drake seconded the motion to adjourn, subject to call of the Chairman, probably for the next meeting to be held at Wakulla Springs, and the motion was unanimously adopted.

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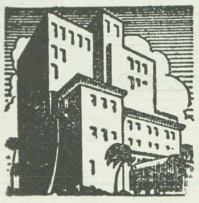

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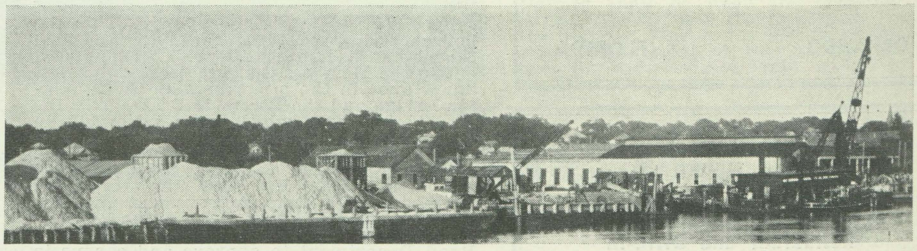

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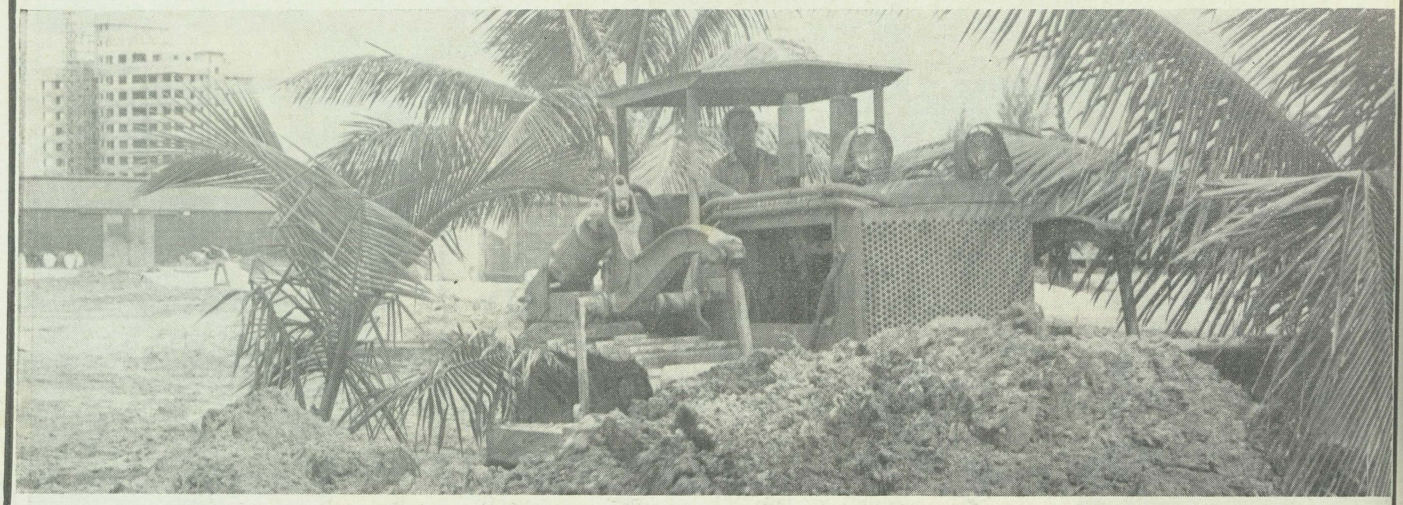

International TD-18 Crawler and Bucyrus-Erie Bullgrader clearing land on new development at Miami Beach, Florida

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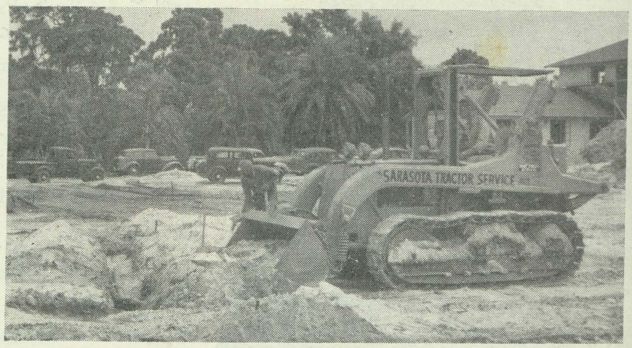
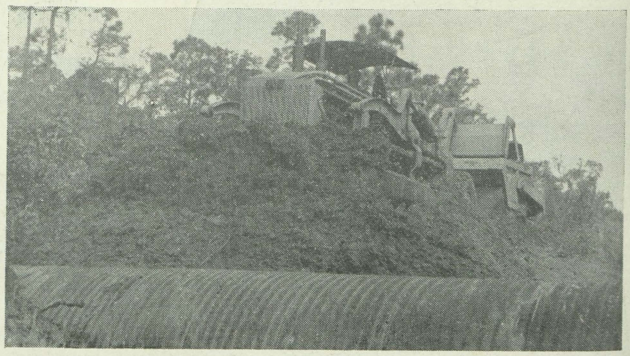


International TD-9 Crawler with Bucyrus-Erie Dozer-Shovel at work in Sarasota, Florida.



International TD-18 Crawler with Bucyrus-Erie Bullgrader and Scraper on road work in Orange County, Florida.

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